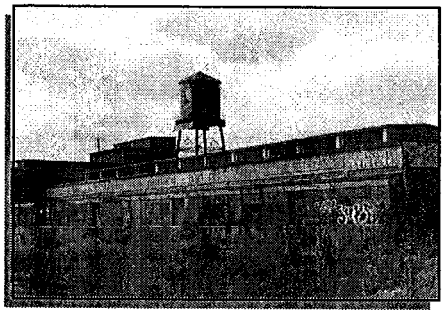
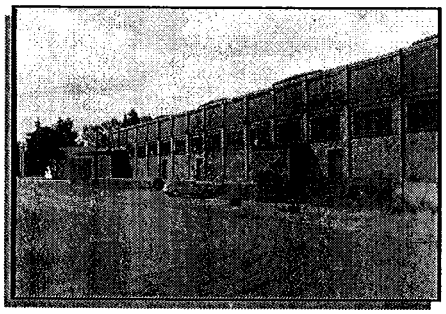
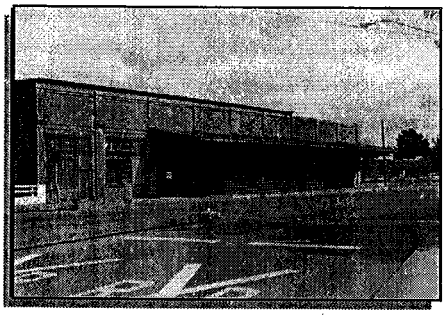






CITY OF SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH#2003102047

Prepared For:

CITY OF SANTA ROSA

DEPARTMENT OF HOUSING AND REDEVELOPMENT

Prepared By:

EIP ASSOCIATES

CITY OF SANTA ROSA JANUARY 2004

CITY OF SANTA ROSA

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT
SCH #2003102047

Prepared for:

City of Santa Rosa
Department of Housing and Redevelopment

Prepared by:

EIP Associates
353 Sacramento Street
San Francisco, CA 94111

(415) 362-1500

January 2004

City of Santa Rosa
Railroad Square Historic District
Transit-Oriented Redevelopment Project EIR
Table of Contents

LIST OF TABLES

Introduction

PURPOSE OF ENVIRONMENTAL IMPACT REPORT (EIR)

This Environmental Impact Report (EIR) has been prepared for the City of Santa Rosa Transit-Oriented Redevelopment Project. This EIR has been prepared in conformance with the provisions of the California Environmental Quality Act (CEQA) Guidelines as amended.[1]

The purpose of the EIR is to provide the City of Santa Rosa, Redevelopment Agency of the City of Santa Rosa, public agencies and the public in general with detailed information about the environmental effects of implementing the Transit-Oriented Redevelopment project (herein referred to as the "project"), to examine and institute methods of mitigating any adverse environmental impacts should the Transit-Oriented Redevelopment project be approved, and to consider alternatives to the Transit-Oriented Redevelopment project as proposed.

CEQA provides that public agencies should not approve projects for construction until all feasible means available have been employed to substantially lessen the significant environmental effects of such projects. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, environmental, social and technological factors.[2]

This EIR specifically addresses the Transit-Oriented Redevelopment project and its development components as proposed. The Final EIR will be considered by officials of the Redevelopment Agency of the City of Santa Rosa, acting as Lead Agency for the project under CEQA, and by the Santa Rosa City Council acting as a Responsible Agency, prior to any decisions being made on the proposed Transit-Oriented Redevelopment project. Certification of the Final EIR by the Redevelopment Agency of the City of Santa Rosa as complete and adequate in conformance with CEQA does not grant any approvals for the project or its development components. The merits of the Transit-Oriented Redevelopment project and its development components will be considered after the EIR is certified by the Redevelopment Agency of the City of Santa Rosa and accepted by the City Council.

PROGRAM EIR

This EIR has been developed as a "Program" EIR. In accordance with Section 15168 of the CEQA Guidelines, this EIR as it relates to the Transit-Oriented Redevelopment project is hereby designated and specified to be a Program EIR. A Program EIR is an EIR that is prepared on a series of actions that are geographically related and can be characterized as one large project.

There are basic advantages to the Program EIR level of analysis. For example, a Program EIR provides for a more exhaustive consideration of the effects and alternatives than would be practical for an EIR on an individual action (such as an individual project development component comprising only a part of the Transit-Oriented Redevelopment project). However, the EIR can only be as specific as

the project plan itself. As individual activities are carried out for the project, further consideration under CEQA may be undertaken. In addition, a Program EIR ensures the consideration of cumulative impacts that otherwise could be overlooked on a case-by-case basis, avoids duplicative reconsideration of basic policy issues, and allows the Lead Agency to consider broad policy alternatives and area wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.

Subsequent project development activities in the program may be examined in the light of the Program EIR to determine whether any additional environmental documentation must be prepared. If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or Negative Declaration of environmental impact. If the Lead Agency finds that no new effects could occur or no new mitigation measures would be required, the Agency could approve the activity (the project) as being within the scope of the project covered by the Program EIR and no new environmental document would be required. Further, the Program EIR can provide the basis in an Initial Study for determining whether the later activity would have any significant environmental effects. The Program EIR may also focus subsequent environmental review on the project (or project component), to permit discussion solely of new effects which had not been considered before. The trigger for subsequent environmental review under a Program EIR occurs when a project of portion of an overall project becomes defined in more detail than originally presented in the Program EIR, or subsequent development components within the project are expanded, altered, revised or otherwise redefined as compared to the original proposal. The Program EIR is to identify those probable environmental effects that can be identified. For those environmental effects that cannot be predicted without speculation, the Lead Agency can defer specific analysis until later points in the project review process.

EIR SCOPING

Public Scoping Meeting

The Redevelopment Agency of the City of Santa Rosa conducted an EIR public scoping meeting for the Transit-Oriented Redevelopment project in the Department of Housing and Redevelopment building, 90 Santa Rosa Avenue, at 6 PM on October 22, 2003. The purpose of the public scoping meeting was to allow agency representatives, individuals and the public at large to express the environmental issues and project alternatives they felt should be addressed in the EIR for the Transit-Oriented Redevelopment project, and for the Redevelopment Agency to record those expressed concerns.

To advertise for the public scoping meeting, the Redevelopment Agency announced the scoping meeting time and place in the EIR Notice of Preparation (see below), noticed the scoping meeting in the Press Democrat newspaper and mailed 248 notices to property owners and residents within a 400 foot radius of the Transit-Oriented Redevelopment project site. Approximately 35 citizens attended the meeting that lasted about 1 hour.

Notice of Preparation – Transit-Oriented Redevelopment Project

On October 7, 2003, the Redevelopment Agency of the City of Santa Rosa issued a Notice of Preparation (NOP) that an EIR would be prepared for the Transit-Oriented Redevelopment project. The NOP response period extended for 30 days from the time of receipt of the NOP. The NOP was submitted to 82 City, County and State agencies, businesses, civic groups, committees and associations having jurisdiction or interest over environmental resources and/or conditions within the project area (e.g., Madrone Audubon Society, West End Neighborhood Association, Railroad Square Merchants Association, California Regional Water Quality Control Board), and the Governor's Office of Planning and Research (State Clearinghouse for EIRs). The purpose of the Notice was to allow the various private and public entities to transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to each groups interest or agency's statutory responsibility early in the environmental review process.

In response to the NOP, letters of comment were received from the following:

Federal Agencies
Department of the Army, U.S. Army Corps of Engineers

State Agencies
Governor's Office of Planning and Research, State Clearinghouse
California Department of Transportation (Caltrans)
California Regional Water Quality Control Board

Local Agencies
Sonoma County Regional Parks
Sonoma County Department of Transportation and Public Works

Individuals and Organizations
Sonoma County Transportation & Land Use Coalition
Harold & Carol Dean
George Ellman
Sonia E. Taylor
Cultural Heritage Board
Historic Railroad Square Association
Lindsay Hassett
Allen Thomas
Barbara Bochinski

As a result of the October 22, 2003 public scoping meeting and correspondence received from the NOP for this EIR, major issues to be studied in the EIR were determined as follows:

- Relationship to Plans and Planning Policy
- Land Use
- Population, Employment and Housing
- Traffic and Circulation
- Public Services

- Utilities
- Visual Quality and Community Character
- Hazardous materials
- Cultural Resources
- Soils, Geology and Seismicity
- Hydrology and Water Quality
- Biological Resources
- Air Quality
- Noise
- Growth Inducements

Accordingly, the environmental effects of implementing the Transit-Oriented Redevelopment project and its development components are analyzed in this EIR under each major topic as listed above. It should be noted that the CEQA Guidelines define the effects of a project as changes from the environmental setting (existing conditions) that are attributable to the project. Short-term construction impacts as well as the long-term operational impacts are analyzed as appropriate for the various topics.

STANDARD FOR ADEQUACY

Section 15151 of the CEQA Guidelines specifies that an EIR should be prepared on a project with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes account of environmental consequences. Where a particular project effect is too speculative for evaluation, discussion of the effect is to be concluded.

The standards for adequacy are described in CEQA.[3]

- An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.
- Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts.
- The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

EFFECT ON THE ENVIRONMENT

The Environmental impacts resulting from implementing the Transit-Oriented Redevelopment project and its development components are considered in this EIR. Current environmental conditions under which the project would be implemented are considered in determining impact significance. If it is determined that a potential impact is too speculative for evaluation, this condition is so noted and the discussion of impact is terminated.

In accordance with Sections 15143 and 15145 of the CEQA Guidelines, this EIR focuses on the significant effects on the environment resulting from implementing the project. Each major topic (e.g., Hydrology, Biological Resources), provides criteria for evaluating whether an environmental impact is significant or less than significant. As explained in Section 15002(g) of the CEQA Guidelines, a

significant effect on the environment is defined as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project.

The definition of impact using terms such as "beneficial" or "less than significant" is not defined in the CEQA Guidelines, but for purposes of this EIR a beneficial environmental impact is one in which an environmental condition is enhanced or improved, while a less than significant environmental impact is one in which there is no long or short-term significant adverse change in environmental conditions.

Determining that a mitigation measure reduces a significant impact to a less than significant level rests with understanding the criteria for determining a significant impact. If the criteria for determining a significant impact is not met, the impact is considered less than significant. For one or more significant unavoidable impacts that cannot be substantially mitigated, the Lead Agency (in this case the Redevelopment Agency of the City of Santa Rosa), under CEQA must prepare a Statement of Overriding Considerations in which the Lead Agency sets forth its views in writing on the ultimate balancing of the merits of approving a project despite the environmental impacts which would result from project implementation. This process requires consideration of the decision maker (the Lead Agency), to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. The Statement is preserved in the record of project approval (if a project is approved), and is prepared after the Final EIR has been completed.

In this EIR, in the discussion of environmental impacts and mitigation measures, a code is used to convey information regarding the significance of impacts before and after mitigation. The codes and their meanings are as follows:

(S) = Significant adverse impact

(PS) = Potentially significant adverse impact

(SU) = Significant unavoidable adverse impact

(LS) = Less than significant adverse impact

(B) = Beneficial impact

In Section 3, *Environmental Setting, Impacts and Mitigation Measures*, the impacts for each environmental topic are numbered, with one of the above codes following the discussion of impact. In addition, each mitigation measure for an environmental impact is followed with four lines of information as follows:

Mitigates:	Impact 1.1 (LS)
Implementation:	Construction Phase.
Responsibility:	Construction Contractor.
Monitoring:	City of Santa Rosa, Department of Community Development.

The above example means: 1) the mitigation measure mitigates impact number 1.1 to a less than significant level (LS); 2) the mitigation measure should be implemented during the project construction phase; 3) the construction contractor would be responsible for implementing the mitigation measure,

and 4) the City of Santa Rosa Department of Community Development would monitor the implementation and success of the mitigation measure, as defined further in this EIR.

It should be noted that the Transit-Oriented Redevelopment project as defined further in this EIR is first treated as a single undertaking in order to establish the potential environmental impacts under buildout as a worst case scenario. The various development components under the project as currently proposed, or that reasonably could occur in the future, are then identified and environmental impacts assessed consistent with the magnitude of each component as compared to the project as a whole. In this way, the potential range of development up to and including the maximum that could occur on the project site, and the relative contribution of each development component as currently proposed to the whole may be assessed and compared for purposes of comprehension.

ECONOMIC AND SOCIAL EFFECTS

Section 15131 of the CEQA Guidelines specify that economic or social effects of a project shall not be treated as significant effects on the environment. However, "an EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes."[4] Accordingly, this EIR focuses on physical changes that would be caused through implementing the Transit-Oriented Redevelopment project and its development components.

CUMULATIVE IMPACT ASSESSMENT

Cumulative impacts are also discussed in this EIR. Cumulative impact refers to two or more individual effects, which, when considered together, compound or increase the environmental impact under consideration or other related environmental impacts. For example, the cumulative impact from several projects is the change in environmental conditions which results from the incremental impact of a project when added to other closely related past, present and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Cumulative impacts are discussed in the respective technical sections of this EIR as appropriate to the subject matter being addressed where cumulative impacts would occur (i.e., *Traffic and Circulation, Hydrology and Water Quality, Noise, and Air Quality*).

MITIGATION MONITORING AND REPORTING

Amendments to the California Environmental Quality Act (CEQA) require public agencies to adopt mitigation monitoring and reporting programs, for changes to a project to mitigate or avoid significant effects on the environment. The monitoring and reporting program need not be a component of the

EIR. The program is part of the project approval process, not necessarily part of the impact analysis process. A mitigation monitoring and reporting program will be included with the Redevelopment Agency of the City of Santa Rosa findings for the Transit-Oriented Redevelopment project and its development components.

Endnotes—Introduction

1 *CEQA, California Environmental Quality Act, Statutes and Guidelines*, Guidelines as amended December 1, 2002, published by the Governor's Office of Planning Research.

2 Public Resources code 21061.1.

3 CEQA Guidelines Section 15151.

4 CEQA Guidelines Section 15131.

Section 1
Summary

1.1 PROJECT BACKGROUND AND OBJECTIVES

Project Background

The Transit-Oriented Redevelopment project is located in downtown Santa Rosa, west of the elevated portion of U.S. 101 that proceeds north/south through the downtown area. The 11.5-acre project site is bounded by West 6th Street on the north, Santa Rosa Creek on the west and south, and the Northwestern Pacific Railroad right-of-way on the east. Most of the project site is located within the western portion of the Santa Rosa Railroad Square Historic District.

The project site is mostly vacant, with several large historic buildings remaining. Portions of the project site are privately owned, such as the Salvador parcels at 2.31 acres, the Santa Rosa Canners, LLC parcels at 2.01 acres, the Berkowitz parcel at 0.62 acres, with 5.68 acres of the project site administered by the Sonoma Marin Area Rail Transit (SMART) District. The West 3rd Street right-of-way consists of 0.88 acres for a total project site area of 11.50 acres.

On February 20, 1979, the Santa Rosa City Council adopted the *Railroad Square Plan* by Resolution No. 13709 as an amendment and refinement of the Santa Rosa General Plan, showing the Railroad Square area as an historic specialty shopping center. The Railroad Square area that the *Plan* addressed was generally bounded by U.S. Highway 101 on the east, West 3rd Street on the south, Santa Rosa Creek on the west and West 6th Street on the north, an area of about 28 acres. The *Plan* comprises the local land use zoning for the Railroad Square area, inclusive of the project site.

At the time, Railroad Square was described in the Plan as Santa Rosa's "old town" with potential for designation as a historic tourist/commercial district. A "design plan" for the Railroad Square area was commissioned by the City in 1978, which yielded the *Railroad Square Study* from which certain policies and programs were extracted to comprise the *Railroad Square Plan*, "a guide for all future public and private development in the area." The overall goal for the Railroad Square project was "To develop the Railroad Square area as an active and successful historic specialty shopping center."

The purpose of the Redevelopment Plan is to enhance and assist in the revitalization of the project area inclusive of the western portion of Railroad Square. The redevelopment project is intended to respond to the applicable provisions of the *Railroad Square P*lan and as directed by the *Plan's* policies. Participation by the City's Department of Housing and Redevelopment is intended to ensure that the project area is revitalized with high quality development that is pedestrian friendly, and includes the use of public transportation, the construction of higher density commercial, office and residential uses as well as innovative public spaces for cultural activities.

The Transit-Oriented Redevelopment project area is designated on the Santa Rosa General Plan Land Use Diagram as *Retail & Business Services* that allows for retail and service enterprises, offices and restaurants. In addition, General Plan Land Use Element Policy H-C-6 encourages the production of residential units in any land use category in the downtown area.

Project Objectives

The objective of the Transit-Oriented Redevelopment project is to assist in enabling the redevelopment and revitalization of a portion of the downtown area that includes the western portion of Railroad Square and that has remained vacant and underutilized for many years. Redevelopment and land use actions are intended to ensure that:

- Redevelopment and revitalization are financially feasible;
- Traffic, circulation and parking conditions are improved;
- The project area inclusive of the western portion of the Railroad Square Historic District is strengthened in its cultural significance within the downtown area.
- The project site is redeveloped with quality development that is pedestrian and transit friendly, and that includes higher density commercial, office and residential uses with innovative public places for cultural recreational activities;
- Site development is accomplished in coordination with the goals and objectives of SMART to develop a viable transit hub in the downtown area, and
- Property contaminated with hazardous materials would be cleaned up.

Implementation of the Transit-Oriented Redevelopment project is intended to remove vacant, underutilized parcels in the area and create developable sites in order to stimulate economic activity and assist in revitalizing the project area including the western portion of the Railroad Square Historic District as envisioned in the *Railroad Square Plan*. Public improvements to be added or enhanced are intended to eliminate infrastructure deficiencies, while other programs to be developed are intended to address underutilized properties with public facilities that would attract additional visitors to the area and facilitate public transit as may be developed through the activities of SMART using the existing Northwestern Pacific Railroad right-of-way that defines the east edge of the project site.

Without implementation of the Transit-Oriented Redevelopment project, the City believes that the project area would remain underutilized, and in particular, the designated project area west of the Northwestern Pacific Railroad tracks would remain underutilized and economically stagnant and blighted into the future, and the community would not receive the benefit of the cultural, transit, shopping, employment and housing opportunities provided by the redevelopment project as proposed.

Redevelopment Project Programs

The proposed redevelopment project includes, but is not limited to, the following programs: 1) a Development Assistance Program, 2) a Public Facilities Improvement Program, and 3) an Affordable and Market Rate Housing Program. These redevelopment project programs include economic

revitalization designed to eliminate impediments to private sector investment in the redevelopment project area. The Redevelopment Agency's redevelopment programs are conceptual in nature. Due to the lengthy time frame for implementing the Redevelopment Plan, estimated at up to 15 years or more, the programs of redevelopment are intended to be flexible and provide the capability to respond to changes in public and private sector interests in the redevelopment project area.

1.2 PROJECT DESCRIPTION

Project Land Use Components

For this EIR and the evaluation of potential environmental impacts of development within the Transit-Oriented Redevelopment project site, project buildout has been defined as the maximum that would be allowed under the General Plan designation of Retail & Business Service. A mixed use development scenario that supports public transit use of the SMART parcel is envisioned for the redevelopment project. A development scenario that includes up to 280 residential units and up to 230,000 gross square feet of commercial space together with the necessary parking, circulation and public landscape/open space features are evaluated.

The land use intensities (number of residential units and square feet of commercial space) and building heights proposed for the various parcels included on the 11.5 acre project site are considered maximums under the General Plan designation of *Retail and Business Services* based on parcel size and what could reasonably be expected to occur under a mixed use development scenario in an urban setting.

It is important to note that a detailed land use plan for the Transit-Oriented Redevelopment project has not been prepared at this time. The land use concept as described in this EIR is conceptual in nature coinciding with the conceptual nature of the redevelopment project programs as explained previously.

The formation of a Redevelopment District is planned by the Redevelopment Agency based on the adoption of a Redevelopment Plan by the City Council for the Transit-Oriented Redevelopment project. The project would be built out in accordance with the Santa Rosa 2020 General Plan and General Plan Land Use Diagram, and as further conditioned under the goals and policies of the Railroad Square Plan. Ultimately, it is anticipated that detailed site development plans for the Transit-Oriented Redevelopment project site would be developed by the City after the Redevelopment District is formed in accordance with enabling statutes that would supercede existing land uses inclusive of temporary land uses that may currently exist. Detailed site development plans would implement the general plan by creating a bridge between general plan policies and individual development proposals.

Coordination with SMART

It should be noted that the 5.68 acres of land within the Transit-Oriented Redevelopment project area under SMART ownership and control amounts to about one-half the total 11.5 acre redevelopment

project area. Because of the area involved, development of the SMART parcels and coordination with the SMART Board of Directors would be important to realizing the goals and objectives of the Transit-Oriented Redevelopment project and furthering the interests of the Railroad Square Historic District as explained in the *Railroad Square Plan*.

Coordination with SMART for development of the Transit-Oriented Redevelopment project site will be important for the SMART program for mass transit to promote and facilitate ridership and generate revenues to support transit operations as envisioned by SMART.

At the time of preparing this EIR, details regarding utilization of the SMART parcel or potential land uses of the SMART parcel had not been fully developed and/or adopted by SMART. Some preliminary, conceptual plans commissioned by the property owners within the project area were prepared for discussion purposes. These plans generally called for mixed use development that involved revenue generating uses such as retail shops, office use, restaurants, housing and parking facilities with provision for public access to rail transit facilities at the site. It appears that the ultimate mix of land uses and development density on the SMART parcel would be subject to negotiation between the City of Santa Rosa and SMART as planning for the site may progress incorporating a potential railroad depot. Given the downtown location of the site, vacant land and presence of an existing railroad station structure, a railroad depot at the site would be a certainty, should use of the NWPRR right-of-way for public rail transit become a reality.

1.3 Areas of Controversy, Issues to be Resolved

Key objectives of the Transit Oriented Redevelopment project are as summarized previously. At the public scoping meeting held on October 22, 2003, a number of issues regarding the project desired to be addressed in the EIR were raised by the public. Such issues included traffic and circulation, parking, public transit, conformance with the Santa Rosa General Plan, historic preservation, air quality, noise, biological resources, visual quality, land use, hazardous materials, and other issues.

Important to any decision being made on the Transit Oriented Redevelopment project is the examination of project alternatives. This EIR presents five alternative land use options for the project inclusive of No Project, an Alternative Project Site, Alternative Buildout Scenarios (4), a Reduced Density Project and the Environmentally Superior Alternative. Excluding the No Project alternative, which is required under the California Environmental Quality Act (CEQA), these alternatives focus on site development scenarios that attempt to avoid or substantially lessen any significant environmental effects of the project and development within the project site that could occur in accordance with the City of Santa Rosa 2020 General Plan Land Use Diagram. A fundamental issue is whether the Transit Oriented Redevelopment Plan would be approved by the Redevelopment Agency of the City of Santa Rosa and whether the Agency would subsequently form a Redevelopment District. However, this is a public policy decision and is not a function of the EIR. The EIR serves to provide information so that decision makers, responsible agencies and the public are fully informed of the environmental consequences of these decisions.

1.4 MAJOR EIR CONCLUSIONS

The following presents the major conclusions and findings of the EIR. Table 1-1 summarizes the environmental impacts and mitigation measures as contained in the body of the EIR. The description of most impacts and mitigation measures in Table 1-1 has been abbreviated consistent with the format of a summary section, and the reader is referred to the main EIR text for a complete discussion of environmental impacts and mitigation measures (refer to the numbering sequence for location). A summary of each CEQA alternative to the Transit Oriented Redevelopment project is also provided in Section 1.5 following Table 1-1.

Table 1-1
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.1 Relationship to Plans and Planning Policy			
The Transit-Oriented Redevelopment project has been found to be generally consistent with the Goals and Policies of the Santa Rosa 2020 General Plan. In those cases where consistency is not confirmed or partial consistency is noted, mitigation measures are established to bring the project into consistency with the provisions of the General Plan.			
3.2 Land Use			
No adverse land use impacts are identified for the Transit-Oriented Redevelopment project or its development components as currently defined and no land use mitigation measures are specifically required.			
3.3 Population, Employment and Housing			
No adverse population, employment and housing impacts are identified for the Transit-Oriented Redevelopment project or its development components as currently defined and no population, employment and housing mitigation measures are specifically required.			
3.4 Traffic and Circulation			
Intersection Levels of Service			
Impact 3.4-1		Mitigation Measure 3.4-1	
Traffic growth with or without the Transit-Oriented Redevelopment project would result in level of service "E" conditions at the intersections of Third & Dutton and Wilson & Sixth. Since the City does not have level of service impact standards for downtown intersections, this would be a less than significant impact.	LS	No mitigation measures are specifically required for the project. However, the addition of a northbound right or a westbound left lane would mitigate Third & Dutton to LOS "D" and the signalization of Wilson & Sixth would bring that intersection up to LOS "B". Signal warrant analysis for Wilson & Sixth finds that this intersection meets two of three critical signal warrant criteria.	LS
Impact 3.4-2		Mitigation Measure 3.4-2	
Traffic growth with or without the project may result in intersection queue lengths in excess of 250 feet, which could exceed the storage length of some downtown Santa Rosa blocks. The project would not cause any intersection movements to exceed cumulative development queues.	LS	No mitigation is specifically required.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
Parking Demand			
Impact 3.4-3		Mitigation Measure 3.4-3	
The Transit-Oriented Redevelopment project's planned land uses would be expected to have a peak period parking demand marginally higher (37 spaces) than the number of spaces required under the City's parking requirements.	LS	Based on the site development program as proposed, ensure that the Transit-Oriented Redevelopment project provide no less than 1,088 spaces to meet peak weekday parking demand. Additional parking for rail transit station uses may need to be provided on the SMART parcel as determined during project site planning and design.	LS
Public Transit			
Impact 3.4-4		Mitigation Measure 3.4-4	
The demand for public transit trips would increase due to the Transit-Oriented Redevelopment project and the resulting increase in resident and worker population on the project site. At buildout, development within the project site would be expected to generate up to 513 one way transit trips on a weekday, based on a transit mode split of 8% for residential uses, 4 % for retail, and 14 % for office uses.	LS	Development within the project site, as coordinated with SMART regarding the SMART parcel and potential development of a rail transit facility, should include in its design the provision of West 6th Street and West 3rd Street northbound and southbound bus pullouts to coordinate with connections to rail transit. Design of the bus pullouts should conform to the City's Department of Parking and Transit standard design specifications for bus pullouts.	LS
Impact 3.4-5		Mitigation Measure 3.4-5	
The Transit-Oriented Redevelopment project is intended to encourage transit ridership through its land use mix and proximity to potential future transit facilities. These project characteristics would increase the potential for use of public transportation and less reliance on the automobile. This would be a beneficial impact from the standpoint of reducing vehicular traffic, air quality and noise impacts.	B	No mitigation is specifically required.	B

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
Non-Motorized Travel			
Impact 3.4-6 The Transit-Oriented Redevelopment project would encourage transit ridership through potential planned pedestrian linkages throughout the project site and adjacent area, simultaneously improving pedestrian and bicycle access to downtown Santa Rosa. Furthermore, the project's land use mix, proximity to potential transit facilities and downtown activities, would also increase the potential for increased bicycle and pedestrian mode share. This would be a beneficial impact from the standpoint of reducing vehicular traffic, air quality and noise impacts (see also Impact 3.4-6 below).	B	Mitigation Measure 3.4-6 Impact 3.4-5 regarding bicycle and pedestrian linkages is recognized as a beneficial impact. It is recommended that further site planning activities include Sonoma County Regional Parks personnel regarding securing trail easements and trailhead parking for completion of the Joe Rodota Trail system.	B
Impact 3.4-7 Detailed site planning for the Transit-Oriented Redevelopment project would be expected to include the consideration of new vehicular and pedestrian crossings of the Northwestern Pacific Railroad right-of-way tracks. These new proposed crossings would contradict current California Public Utilities Commission policies for new at-grade crossings and as such may not be feasible.	S	Mitigation Measure 3.4-7 Ensure that any planned rail track crossings for vehicles and/or pedestrians/bicyclists would be grade separated.	LS
Construction			
Impact 3.4-8 Construction within the project site would require the use of heavy machinery for site clearing, grading, earth excavations, fills and building assembly. In addition, construction would require the delivery of building materials, paving materials, and construction workers on a daily basis throughout the project site, potentially disrupting local traffic flow depending on the specific area of construction.	PS	Mitigation Measure 3.4-8 Prior to project construction, the City should require the preparation of a traffic management plan that would identify the timing and routing of all major construction equipment and trucking to avoid potential traffic congestion and delays on the local street network. It may be necessary to limit construction activities and materials delivery to off-peak hours, or determine access to particular areas of construction that would not conflict with local traffic circulation.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.5 Visual Quality and Community Character			
Impact 3.5-1 Buildout within the project site would result in the conversion of currently undeveloped land to urban development, extending the pattern of development east of the Northwestern Pacific Railroad tracks to the existing structures that currently border the Santa Rosa Creek corridor. Overall, the change in visual appearances within the project site would be expected to be significant, and could contrast with the adjacent, established, less intensively developed land parcels outside the project site to the north and east.	PS	Mitigation Measure 3.5-1 Planning and design of the project to occur on the project site parcels should be in accordance with the relevant provisions of the Railroad Square Plan and conform to the Goals and Guidelines for neighborhood and community design as contained within the City of Santa Rosa Design Guidelines whose purpose is to implement the Urban Design Element of the City's General Plan. Design Guideline issues include concepts of overall neighborhood design and structure; block and street patterns; transitions in development densities between neighborhoods; off-street parking configurations; pedestrian and bicycle circulation; building design variety, form, colors and materials; open space areas, civic spaces, landscaping and lighting; view corridors and landmark features; and other components of community design. A design objective should be to ensure that future projects within the Transit-Oriented Redevelopment project site are visually compatible with the scale, density and architectural format of surrounding development, including the West End Preservation District and Railroad Square Preservation District.	LS
Impact 3.5-2 Building demolition, site excavation and the construction of buildings, public areas and infrastructure, would require the movement of earth, materials stockpiling and storage and the use of construction equipment which could appear inconsistent with the setting. This would be a short-term visual impact, lasting during the actual period of construction at specific locations within the project site.	LS	Impact 3.5-2 Building demolition, site excavation and the construction of buildings, public areas and infrastructure, would require the movement of earth, materials stockpiling and storage and the use of construction equipment which could appear inconsistent with the setting. This would be a short-term visual impact, lasting during the actual period of construction at specific locations within the project site.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.6 Public Services			
Police Services			
Impact 3.6-1		Mitigation Measure 3.6-1	
Development under the Transit-Oriented Redevelopment project would generate an increased demand for police services. Given the limited resources of the Santa Rosa Police Department, this increased demand could adversely affect the Department's ability to provide patrol functions, record and communication functions, and specialized unit functions.	SU	No mitigation measures are identified for Impact 3.6-1.	SU
Fire and Emergency Services			
Impact 3.6-2		Mitigation Measure 3.6-2	
Development under the Transit-Oriented Redevelopment project would generate an increased demand for fire and emergency medical services. Given the limited resources of the Santa Rosa Fire Department, this increased demand could adversely affect the Department's fire suppression activities, response times to service emergencies, record and communication functions, and specialized unit functions.	SU	No mitigation measures are identified for Impact 3.6-2.	SU
Schools			
Impact 3.6-3		Mitigation Measure 3.6-3	
Development under the Transit-Oriented Redevelopment Project would generate increased demand for educational facilities provided by Santa Rosa City School districts, potentially resulting in increased class sizes and the need for additional teachers and/or classroom space.	PS	Project developers would pay the required school-impact fees for residential development in accordance with reformed State law in the amounts provided and limited by current Government Code and Education Code provisions.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
Parks and Recreation Facilities			
Impact 3.6-4		Mitigation Measure 3.6-4	
Increased population resulting from development under the Transit-Oriented Redevelopment project would generate an increased demand for local neighborhood and community parkland in excess of the amount of open space, parks and recreational facilities expected to be provided on site.	PS	Project developers would be required to pay park fees to the City pursuant to Santa Rosa City Code 19-70.050 in lieu of dedication of land for park space. This fee would be based on the number and density of proposed residential uses and conform to the requirements of the fee schedule effective February 3, 2003.	LS
3.7 Utilities			
No adverse utilities impacts are identified for the Transit-Oriented Redevelopment project or its development components as currently defined and no utility mitigation measures are specifically required for the project outside of normal requirements for the conservation of resources as promulgated by the utility providers. This includes domestic water supply, wastewater treatment and disposal, solid waste collection and disposal and energy consumption.			
3.8 Hazardous Materials			
Impact 3.8-1		Mitigation Measure 3.8-1	
Construction activities associated with project development could disturb any unknown remaining contaminated areas and inadvertently expose construction workers or the environment to a health risk.	PS	In the event contamination is discovered, further investigations should be completed to verify the extent of contaminated soils and if any necessary remediation actions would be required. Because the contaminated materials could pose a potential health hazard to construction workers, if contaminated soil is confirmed, a comprehensive Site Safety and Health Plan would be required to keep occupational exposure within prescribed limits and to prevent the migration of contaminants beyond the site boundaries (a California Division of Occupational Safety and Health Administration requirement for work at hazardous waste sites). The Safety and Health Plan would need to be implemented through the direction of a Site Safety Officer.	LS
Impact 3.8-2		Mitigation Measure 3.8-2	
Structure demolition and removal could disturb hazardous materials in existing buildings and building components, resulting in increased risk of human or environmental exposure to hazardous materials.	PS	Prior to commencing the demolition or removal of any existing building or facility in the project area, the developer should retain a qualified environmental specialist (e.g., a Registered	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		Environmental Assessor) to inspect the building or facility. If found at levels that would require special handling, identified hazardous materials would need to be managed, handled and disposed of as required by law and according to federal and state regulations and guidelines, including those of the Bay Area Air Quality Management District, the California Division of Occupational Safety and Health Administration, the California Department of Toxic Substances Control, and any other agency with jurisdiction over these hazardous materials.	
Impact 3.8-3 Demolition or removal of structures containing hazardous materials could reduce potential health threats and prevent individuals on and off-site from encountering these materials in the future. In addition, project construction would also minimize the potential for public exposure to hazardous materials.	B	Mitigation Measure 3.8-3 None required. See Mitigation Measures 3.8-1 and 3.8-2.	B
3.9 Cultural Resources			
Archaeological Resources			
Impact 3.9-1 Based on what is known about the region, and despite the fact that the project site has been heavily disturbed in the past through site development and use, it is reasonable to conclude that subsurface prehistoric or historic-period cultural deposits could be found within the project area and could be subject to adverse destructive impact if disturbed.	PS	Mitigation Measure 3.9-1 In the event that unknown archaeological remains are discovered during subsurface construction, land alteration work in the vicinity of the find should be halted and a qualified archeologist consulted. Prompt evaluations could then be made regarding the find and a resource management plan that is consistent with CEQA requirements could then be implemented. All applicable State and local legal requirements concerning the treatment of cultural materials and Native American burials should be enforced. Operators of site grading and excavation equipment should be instructed to be observant for unusual or suspect materials that may surface from below during site grading and excavation operations.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
Historic Architectural Resources			
Impact 3.9-2 Potential direct impacts to historic architectural resources resulting from project buildout could include demolition or substantial alteration to four properties in the project area recommended individually eligible for the California Register. Demolition or substantial alteration to these resources could materially alter those physical characteristics that account for their listing in the California Register, or listing in the local register of historical resources.	S	Mitigation Measure 3.9-2 The following procedures are available to protect historic architectural resources (see also Mitigation Measure 3.9-3): A. Adaptive reuse of the buildings/structures in accordance with *the Secretary of the Interior's Standards*, while accomplishing some of the commercial square footage and housing goals as originally established for the project. B. Relocation of the structures to other locations in the Railroad Square Preservation District where the structures can be preserved. C. If the above mitigation alternatives cannot be implemented and a property may be damaged or destroyed, it is recommended that an "Historic American Building Survey" be prepared. Such a procedure involves the recording of the structure through a written report and photographs. The documentation would be completed on standardized forms and would be accurate in detail to such an extent that after demolition, the structure could be reconstructed from the survey data. Copies of the documents should be filed with the appropriate State and local repositories. The implementation of Mitigation Measure 3.9-2A would reduce Impact 3.9-2 to a less than significant level. The implementation of Mitigation Measures 3.9-2B or 3.9-2C would reduce Impact 3.9-2, but not to a less than significant level; the impact would remain significant and unavoidable. Similarly, relocation of an historic resource would remove it from its historical setting, which is an important aspect of integrity. Relocated buildings generally no longer maintain sufficient integrity to remain eligible for listing in the California Register.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		As such, relocation would not mitigate Impact 3.9-2 to less than significant level.	
Impact 3.9-3		Mitigation Measure 3.9-3	
Potential indirect impacts to historic architectural resources resulting from buildout could include demolition or substantial alteration to four contributory buildings/structures to the Railroad Square Preservation District. The demolition or substantial alteration to these resources could materially alter those physical characteristics that account for the District's eligibility for listing in the California Register, or listing in the local register of historical resources.	S	Implement adaptive reuse of the buildings/structures in accordance with the Secretary of the Interior's Standards, while accomplishing some of the commercial square footage and housing goals as originally established for the project. Specifically, the project proponent should retain those visual and architectural aspects of the contributory buildings which are most visible from within the Railroad Square Preservation District, such as the north, south, and east walls, rooftop elements such as clerestories, and reuse of original bricks where possible. New construction could occur on the rear or west side elevations of contributory buildings that is differentiated from the old yet compatible with the historic materials, features, size, scale and proportion, and massing of the contributory building. Consistency with the Standards should be reviewed by the City of Santa Rosa Cultural Heritage Board and Design Review Board.	LS
Impact 3.9-4		Mitigation Measure 3.9-4	
From the standpoint of cumulative development, alteration of the Railroad Square Preservation District's immediate surroundings with new construction could materially impair those physical characteristics that account for the District's eligibility for listing in the California Register, or listing in the local register of historical resources. New construction could also adversely affect the significance of the historic setting of the adjacent West End Preservation District if it would materially detract from the District's important physical characteristics.	S	New construction in the Railroad Square Preservation District should be completed in accordance with the Secretary of the Interior's Standards. Specifically, new construction should not destroy historic materials, features, and spatial relationships that characterize the District. New work should be differentiated from the old and should be compatible with the historic materials, features, size, scale, proportion, and massing to protect the integrity of the property and its environment. Consistency with the Standards should be reviewed by the City of Santa Rosa Cultural Heritage Board and Design Review Board. New construction within the Railroad Square Preservation District should also be reviewed by both Boards for compatibility with the	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		adjacent West End Preservation District and for consistency with the Standards.	
3.10 Soils, Geology and Seismicity			
Seismically Induced Groundshaking			
Impact 3.10-1		Mitigation Measure 3.10-1	
Buildings, road surfaces and infrastructure at the site would be subject to the damaging effects of seismically induced groundshaking.	PS	To reduce the risks associated with seismically induced groundshaking, it is necessary to take the location and type of subsurface materials into consideration when designing foundations and structures for a particular project site. In the City of Santa Rosa, residential, commercial and institutional buildings; bridges; pedestrian overcrossings; and all associated infrastructure intended for human occupancy are required to reduce the exposure to potentially damaging seismic vibrations through seismic-resistant design, in conformance with Chapter 16, Structural Design Requirements, Division IV, Earthquake Design, of the California Building Code. Because the project site is in the "near-source" area (within 3.1 miles of a known active fault) of the Rodgers Creek segment of the Hayward-Rodgers Creek fault, Section 1629, Criteria Selection, of the Building Code requires special seismic design factors to be applied to the project. Adherence to the Building Code current at the time project permits are issued as outlined in this EIR would ensure the maximum practicable protection available for buildings and infrastructure and their associated trenches, slopes and foundations.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
Unsuitable Soil Conditions			
Impact 3.10-2		Mitigation Measure 3.10-2	
The use of expansive, compressible or liquefiable soils for foundation support of buildings, utilities or roads without prior treatment could create unstable conditions at construction locations at the project site, thus threatening the integrity of the completed buildings or infrastructure.	PS	Before permitting construction at the project site, the City would require a completed report of soil conditions at each specific construction location that identifies potentially unsuitable soil conditions. The evaluations must be conducted by registered soil professionals, and measures to eliminate inappropriate soil conditions must be applied, depending on the soil conditions. The design of foundation support must conform to the analysis and implementation criteria described in the City's current Building Code, Chapters 16, 18, and A33, or the corresponding sections of the Building Code that is in force at the time permits are issued for construction of the project. Adherence to the City's codes and policies discussed above would ensure the maximum practicable protection available for buildings and infrastructure and their associated trenches, slopes and foundations.	LS
3.11 Hydrology and Water Quality			
Runoff Volume and Rate			
Impact 3.11-1		Mitigation Measure 3.11-1	
Maximum Buildout of the Transit Oriented Redevelopment project site would render the site about 87 percent impervious, increasing the stormwater runoff volume by about 53 percent thus contributing to potential downstream flooding and overloading of the receiving infrastructure.	PS	Detain or reroute all stormwater generated by impervious surfaces so that the rate of stormwater leaving the site is equal to or less than existing conditions. The Bay Area Stormwater Management Agencies Design Guidance Manual should be used to design landscaping and drainage facilities to incorporate recommended elements such as: sediment traps, gravel strips and/or trenches, concave planting areas (vegetated swales), permeable substrate (pavement), stormwater infiltration basins, wet vaults, multi-chambered separators, or other effective measures which may be developed in and approved by the City and the RWQCB.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		Verify through consultation with the Sonoma County Water Agency that the project site and its individual projects are in compliance with the Agency's Flood Control Design Criteria and that the entire site is covered by a master drainage plan documenting that there is sufficient capacity within the existing and planned storm drain systems to ensure stormwater generated from the site would be accommodated by the receiving infrastructure.	
Erosion			
Impact 3.11-2		Mitigation Measure 3.11-2	
Grading, excavation and construction activities would have the potential to increase the erosion of soil from building sites and utility alignments and cause deposition of particles in drainage ways, creeks, or wetlands down gradient from the project site, thus impeding the drainage characteristics of drainage channels.	PS	Implement Mitigation Measure 3.11-1. Because the Transit Oriented Redevelopment project area would involve grading of an area that is greater than one acre, it would be subject to the conditions of the General Construction Activity National Pollution Discharge Elimination System permit from the Regional Water Quality Control Board. This permit requires that the applicant develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to identify the sources of sediment and other pollutants on-site, and to ensure the reduction of sediment and other pollutants in stormwater discharged from the site. A monitoring program is required to aid the implementation of, and assure compliance with, the SWPPP. The permit requirements of the Regional Water Quality Control Board must be satisfied prior to project construction. An Erosion and Sedimentation Control Plan must be prepared for the project prior to grading (this may be a portion or subset of the SWPPP). The Plan should be designed using concepts similar to those formulated by the Association of Bay Area Governments, as appropriate, based on the specific erosion and sediment transport control needs of each area in which grading, excavation, and construction is to occur, and as further detailed in this EIR.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
Groundwater Infiltration			
Impact 3.11-3		Mitigation Measure 3.11-3	
Construction of impervious surfaces on the project site would reduce infiltration to the water table. The Department of Water Resources recognizes most of the Santa Rosa Plain as a potential groundwater recharge zone because of the older alluvial fan deposits that underlie the plain. However, the high clay content of the surface soils and subsurface geologic materials at the project site reduces the permeability of the area, and the high water table conditions retard the downward migration of groundwater to the alluvial aquifers. Consequently, the project site is not considered a primary recharge zone. Nonetheless, some recharge does occur. Although the project site would not reduce groundwater recharge significantly, there remains the cumulative potential to affect groundwater reserves adversely in the long-term. The cumulative effect can be reduced through the application of stormwater runoff management and erosion control as described in Mitigation Measures 3.11-1 and 3 11-2.	LS	Implement Mitigation Measure 3.11-1 and 3.11-2. The project site is not considered a primary recharge zone. Although the project site would not reduce groundwater recharge significantly, there remains the cumulative potential to affect groundwater reserves adversely in the long-term. The cumulative effect can be reduced through the application of stormwater runoff management and erosion control as described in Mitigation Measures 3.11-1 and 3 11-2.	LS
Water Quality			
Impact 3.11-4		Mitigation Measure 3.11-4	
Increased runoff from the construction of impermeable surfaces on the site could lower the quality of stormwater runoff and infiltrating groundwater.	PS	Implement Mitigation Measures 3.11-1 and 3.11-2. Require water quality protection and treatment devices and procedures that address specific constituents of concern from proposed land uses on the project site as detailed in this EIR. In addition, project landscaping plans should include plant materials that require minimal use of fertilizer and pesticide applications.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.12 Biological Resources			
Heritage Trees			
Impact 3.12-1		Mitigation Measure 3.12-1: Heritage and Protected Trees	
Vegetation removal, ground-clearing activities and construction within the project site could result in tree removal or the disturbance of seven street tree and on specimen walnut root systems. Some of the trees, which may be removed or encroached upon, meet City of Santa Rosa requirements for designation as Heritage Trees or Protected Trees.	PS	Once a final site design is completed, a map should be prepared by a certified arborist showing the genus and species, trunk location, and the drip line of all trees 4 inches diameter at breast height or greater that are proposed to be altered, removed, or relocated, and those trees proposed to be preserved. Trees that are proposed to remain should be protected by fencing installed outside of their drip line during construction. The number of trees to be replaced should conform to the requirements of City Code Section 17-24.050-(C) (Tree Replacement Program). Landscape materials should incorporate California native plants, including oaks, coast redwoods, western sycamore, and other trees, shrubs, and groundcovers indigenous to the Santa Rosa area. Street tree replanting should comply with the City's street tree list as specified by the City Parks Department.	LS
Bird Nesting Habitat			
Impact 3.12-2		Mitigation Measure 3.12-2: Nesting Bird Surveys	
Vegetation removal, ground-clearing activities, and building demolition for each parcel within the project site could result in the direct mortality of adult birds or their young, nest destruction, or disturbance of nesting non-special status bird species that results in nest abandonment and/or the loss of reproductive effort. The disturbance of active nests would not be considered an impact under CEQA but could be a violation of State Fish and Game Code and the Migratory Bird Treaty Act.	S	The removal of trees, shrubs, or weedy vegetation should avoid the February 1 through August 31 bird nesting period to the extent possible. If it is not feasible to avoid the nesting period, a survey for nesting birds should be conducted by a qualified wildlife biologist no earlier than 14 days prior to the removal of trees, shrubs, grassland vegetation, buildings, grading, or other construction activity. Survey results shall be valid for 21 days following the survey. The area surveyed should include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction should be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.	
3.13 Air Quality			
Impact 3.13-1 Construction activities associated with the Transit-Oriented Redevelopment project could cause emissions of dust or contaminants from equipment exhaust that could contribute to existing air quality violations or expose sensitive receptors to pollutant concentrations.	PS	Mitigation Measure 3.13-1(a) To reduce particulate matter emissions during project demolition and construction phases, construction contractors should comply with the dust control strategies developed by the BAAQMD. The project developers should include in construction contracts the requirements or measures shown to be effective as described in this EIR. Mitigation Measure 3.13-1(b) To facilitate the control of dust during demolition and construction phases, the project developers should include a dust control coordinator in construction contracts. Construction sites should have posted in a conspicuous location the name and phone number of a designated construction dust control coordinator who can respond to complaints by suspending dust-producing activities or providing additional personnel or equipment for dust control.	LS LS
Impact 3.13-2 New stationary and mobile sources of air pollutants resulting from the Transit-Oriented Redevelopment project would cause emissions of reactive organic gases, nitrogen oxides and particulate matter, but would not contribute substantially to an existing or projected air quality violation or be inconsistent with regional air quality plans to achieve attainment.	LS	Mitigation Measure 3.13-2 No mitigation measure is specifically required.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
Impact 3.13-3		Mitigation Measure 3.13-3	
Site development, including cumulative development, would create increased congestion at intersections in the project vicinity with the addition of new trips generated by the increased population. This traffic would increase concentrations of carbon monoxide around the intersections, but would not exceed ambient air quality standards.	LS	No mitigation measure is specifically required for the Transit-Oriented Redevelopment project.	LS
3.14 Noise			
Impact 3.14-1		Mitigation Measure 3.14-1	
Demolition and construction activities associated with the Transit-Oriented Redevelopment project would cause temporary noise increases in the project area vicinity, which could annoy area residents and/or workers.	PS	a) Limit construction hours to between 7:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on weekends. Any work outside of these hours should require a special permit from the City of Santa Rosa. b) Construction equipment should be properly outfitted and maintained with noise reduction devices to minimize construction-generated noise. c) The contractor should locate stationary noise sources away from residents and developed areas, and require the use of acoustic shielding with such equipment when feasible and appropriate.	PS
Impact 3.14-2		Mitigation Measure 3.14-2	
Project area redevelopment coupled with cumulative development would lead to a minor, less than significant, permanent increase in ambient traffic noise levels within in the Railroad Square Historic District.	LS	No mitigation measure is specifically required.	LS
Impact 3.14-3		Mitigation Measure 3.14-3	
Possible future transit use of the Northwestern Pacific Railroad right-of-way could increase noise levels within the project area. This increase in noise would not be a result of site redevelopment. However, future residents located in the eastern portion of the	PS	Noise insulation features (double-glazed windows, sound rated doors, etc.) should be included within any buildings to be located within about 150-feet of the railroad tracks to keep interior noise levels reduced to 45 dBA Ldn in accordance with Title 24	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

Table 1-1 (Continued)
SANTA ROSA TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
project area would be exposed to the increase in noise as a result of being located next to the railroad right-of-way. Rail transit vehicle noise could result in disturbances to these residents.		regulations. Alternatively, sound walls, earth berms or setbacks may be utilized to achieve reduced noise levels as called for in the Santa Rosa General Plan Noise Element.	
Impact 3.14-4		Mitigation Measure 3.14-4	
Redevelopment of the project site could expose future residents to existing and future noise levels in excess of 60 dBA Ldn emanating from traffic noise on U.S. Highway 101, State Highway 12 and West 3rd Street.	PS	Residential developers should provide adequate setbacks between West 3rd Street and new residential units located near the roadway to maintain non-intrusive sound levels (i.e., 60 dBA Ldn outdoors) in residential outdoor and indoor spaces, or provide interior acoustical attenuation. Setbacks, and in other cases sound walls and/or earth berms in lieu of setbacks acceptable to the City of Santa Rosa should be investigated and implemented on a case-by-case basis by developers as the project area develops, or the appropriate interior acoustical attenuation provided (double paned windows, insulation). Without sound walls or berms, a 225-foot setback would be required from West 3rd Street.	LS

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact (B) Beneficial Impact

1.5 ALTERNATIVES

The analysis of alternatives is an important element of an EIR and is necessary to assure that the full range of options is examined, thus providing a complete understanding of the effects of full project implementation, partial project implementation, or no project.

The purpose of the discussion of alternatives in an EIR is to focus on alternatives which are capable of avoiding or substantially lessening any significant environmental effects of a project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. The range of alternatives is to include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be taken into account when addressing the feasibility of alternatives for inclusion in an EIR are site suitability, economic viability, availability of infrastructure, general plan consistency, or other plans or regulatory limitations, including jurisdictional boundaries. Any project approvals could be conditioned on the findings of the alternatives analysis.

The range of alternatives presented in this section of the EIR thus examines differing project development scenarios and intensities while seeking alternative and less involved or costly means of mitigating the identified significant and/or potentially significant impacts to less than significant levels. The Transit-Oriented Redevelopment project alternatives include the following:

- No Project
- Alternative Project Site
- Alternative Buildout Scenarios
  - Alternative Mixed Use Buildout Scenario
  - All Residential Project
  - All Residential + Major Department Store
  - All Residential + Food and Wine Center
- Reduced Density Project
- Environmentally Superior Alternative

No Project

Under the No Project Alternative, there would be no Transit-Oriented Redevelopment project as proposed at this time. The project site would remain vacant and artifacts and debris scattered throughout the site detracting from appearances in the Railroad Square Railroad depot area and as seen from West 3rd and West 6th Streets and the surrounding area. There would be no change in population, employment and housing characteristics on the project site and no project related changes in traffic or circulation characteristics in the Railroad Square area. Visual conditions of the site would remain as they are today, and there would be no increased demand on public services resulting from the project,

inclusive of adverse demands on police and fire protection and emergency services. There would be no increased demand on utility service providers, and the completion of hazardous materials cleanup may or may not be completed under the No Project alternative. The existing historic structures would be expected to remain in place for the foreseeable future with no provision for reuse established at this time. There would be no increase in stormwater runoff resulting from development, or improvements to the drainage system in the project area. Noise conditions would be expected to remain as they are today until and if the Northwestern Pacific Railroad right-of-way is used for public transit.

Under the No Project alternative, none of the benefits of the project would be realized. There would be no new residential or commercial development to contribute to a new resident population and more employment opportunities, as well as increased business sales and revenues to the City working as a stimulus for the local economy. There would be no increase in jobs to provide more opportunities for persons currently living in the City of Santa Rosa who travel out of the City to work to find employment opportunities in the City. There would be no contribution to a more integrated downtown, placing residents in closer proximity to a variety of employment opportunities, thus reducing pressures for out-commuting use of the single-occupant automobile.

There would be no increase in funds resulting from redevelopment to improve and increase the supply of housing for low and moderate income groups within Railroad Square, and no assistance to the City's commitment to providing its share of affordable housing in Railroad Square. There would be no increase in affordable housing units within the Railroad Square area to benefit local employees who wish to live within Santa Rosa, but who may otherwise seek affordable housing outside the City due to the scarcity or perceived scarcity of affordable units.

In-fill development of the project site under this alternative would not occur at the present time, and the opportunity to develop the project site consistent with Smart Growth planning concepts would be put off to an unknown point in the future. Without the project, new opportunities in the downtown for the combination of living, working and shopping in a single location without the need for use of the automobile would not occur. There would be no increased attraction of potential transit riders, visitors and the introduction of new residents and business occupants to the Railroad Square District to stimulate the market for commercial and office space. There would be no direct encouragement to use existing historic building stock currently located within the project area.

Without the project, opportunities to take advantage of potential future public transit associated with the Sonoma Marin Area Rail Transit Commission (SMART) right-of-way corridor may be more limited. There would be no opportunity to co-locate a redevelopment project area and a regional transit station under this alternative, for which there would be beneficial or synergistic effects related to reduced private vehicle operation, improvements in air quality, noise, and reduced development pressures on outlying (non-core) areas. The goals and objectives of enhancing the Railroad Square area west of the Northwestern Pacific Railroad right-of-way as expressed in the *Railroad Square Plan* would not be realized at this time.

Alternative Project Site

While other sites within the City of Santa Rosa may be available for a mixed use development such as that envisioned for the project as proposed, it is noted that the project is a redevelopment project with the Railroad Square project site targeted with the objective to assist in enabling the redevelopment and revitalization of a portion of the downtown area that has remained vacant and underutilized. The project intent is to remove vacant, underutilized parcels in the area and create developable sites in order to stimulate economic activity and assist in specifically revitalizing the project area. In this effort, the City of Santa Rosa is seeking opportunities for coordination with SMART to develop a land use program that facilitates transit ridership along the proposed use of the Northwestern Pacific Railroad right-of-way for mass transit and that generates revenues to support transit operations as envisioned by SMART. 925 348 5313

These objectives would not be expected to be fulfilled to the degree possible at the downtown Railroad Square site if the project were attempted to be implemented at another transit station site in Santa Rosa. This is because redevelopment and transit conditions are unique to the project site and do not exist elsewhere within the City of Santa Rosa. For example, a transit station is currently in place, 5.39 acres (the SMART parcel) remain available for development with land uses that may support transit use, commercial and business uses of the downtown with an increased population are concentrated where there would be a demand for transit ridership, the site location is slated for redevelopment by the Redevelopment Agency of the City of Santa Rosa, and the Downtown Transit Mall that allow bus riders to make transfers between CityBus routes or routes operated by other transit service providers is located in the downtown. Although at least several other locations in Santa Rosa could be utilized as transit stations, only Railroad Square in the downtown area contains the combination of land use and site planning opportunities as described above to suggest accommodation of the Transit-Oriented Redevelopment project as currently proposed. Therefore, an alternative site for the Transit-Oriented Redevelopment project as proposed is not identified.

Alternative Buildout Scenarios

Alternative Mixed Use Buildout Scenario: Similar to the Transit-Oriented Redevelopment project as proposed, the Alternative Mixed Use Buildout Scenario would be developed in accordance with the goals and policies of the Santa Rosa 2020 General Plan and General Plan Land Use Diagram of Retail and Business Services. However, under this alternative, the general mix of land uses would be different than as currently evaluated for the Transit-Oriented Redevelopment project as proposed.

This alternative would contain up to 380 residential units and up to about 130,000 gross square feet of commercial space as compared to up to 280 residential units and up to about 230,000 gross square feet of commercial space as proposed for the Transit-Oriented Redevelopment project, together with the necessary parking, circulation and public landscape/open space features. Thus, this alternative would include an increased residential component and reduced commercial component as compared to the project as evaluated in this EIR.

While the mix of land uses would be somewhat different under this alternative as compared to the project as proposed, this alternative would be consistent with the General Plan land use designation of Retail and Businesses Services. No substantial difference in the conclusions of impacts and mitigation measures would be expected under this alternative as compared to the project as proposed. No new significant unavoidable adverse impacts are identified for this alternative as compared to the project as proposed.

All Residential Project: An all residential project has not been seriously considered for the project site. As explained in Section 2, *Project Description*, the Transit-Oriented Redevelopment Project is intended to create developable sites in order to stimulate economic activity and assist in revitalizing the project area and the western portion of the Railroad Square Historic District as envisioned in the *Railroad Square Plan*. Public improvements are intended to attract additional visitors to the area and facilitate public transit as may be developed through the activities of SMART. The attraction of transit riders, visitors and the introduction of new residents and business occupants to Railroad Square is intended to stimulate the market for commercial and office space, not exclusively residential development.

An all residential project would not be consistent with the General Plan site designation of Retail and Business Services. Under an all residential development scenario, the City believes that the project site area would remain underutilized, and the community would not receive the benefit of the combined cultural, transit, shopping, employment and housing opportunities provided under the mixed use redevelopment project as proposed. Therefore, this alternative is not being advanced for further consideration.

All Residential + Major Department Store: The combination of residential development plus a major department store would begin to retain the notion of mixed use development, that of residential development in combination with a commercial land use. This alternative conceivably could achieve some of the objectives of the Transit-Oriented Redevelopment project to remove vacant, underutilized parcels, eliminate infrastructure deficiencies, and clean up property contaminated with hazardous materials.

However, the *Railroad Square Plan* encourages uses that can contribute to the success of a specialty shopping center, and therefore the *Plan* calls for a combination of land uses such as retail shops and restaurants with offices as an acceptable use. This alternative would not conform to development as called for in the *Plan* and would not be expected to be viewed as a development scenario capable of substantially strengthening the cultural significance of the Railroad Square Historic District within the downtown. Which is to say this alternative would not be expected to further the notion of a specialty shopping center encompassing a reduced pedestrian scale of activity that focuses on retail shops and restaurants as a shopping experience, or office use as expressed in the *Railroad Square Plan*. It is not clear whether this alternative would have significant benefit in assisting SMART to develop a viable transit hub in the downtown area, or that SMART would be open to the notion of investigating this alternative further. It is therefore doubtful that an alternative containing residential land uses with a

major department store as the sole adjoining land use would meet this objective or be pursued in the future and speculation as to the environmental impacts of residential development coupled with a major department store are not further investigated in this EIR.

All Residential + Food and Wine Center: At the time of preparing this EIR, commitments regarding utilization of the SMART parcel or potential land uses of the SMART parcel had not been thoroughly developed and/or adopted by SMART. Although some preliminary, conceptual plans were commissioned by the property owners within the project area and used for discussion purposes, including the Redevelopment Agency of the City of Santa Rosa, no schemes were adopted by SMART or the City.

One object of discussion in the recent past has revolved around potential inclusion of the Sonoma County Food and Wine Center in the project. At this time, there is no commitment on the part of the parties involved to seek entitlements to implement a Food and Wine Center on the Transit-Oriented Redevelopment project site. The evolution of this alternative continues as a process and may be revisited over the long term. Therefore, speculation as to the environmental impacts of all residential development coupled with a possible Food and Wine Center of undefined size and configuration is not further investigated in this EIR.

Reduced Density Project

This alternative would provide for overall buildout of the Transit-Oriented Redevelopment project site at less than up to 280 residential units and up to 230,000 gross square feet of commercial space. However, given cumulative development within the City of Santa Rosa as a whole, it would be expected that any substantial development on the project site would generate an increased demand for police and fire protection and emergency services, as would other planned and approved development projects in the City of Santa Rosa. Given the limited resources of the Santa Rosa Police and Fire Departments to meet General Plan response times, the increased demand a reduced density project would have on police and fire services would be expected to be similar as described for the project as proposed. Mitigation for other technical subjects evaluated in the EIR (i.e., *Hydrology and Water Quality, Visual Quality and Community Character*), would generally be expected to be the same under this alternative as for the project as proposed.

The Santa Rosa 2020 General Plan EIR evaluated potential increases in the demand for police and fire protection services resulting from growth and found the increases to be potentially significant, and set forth a number of General Plan policies that, if fully implemented, would reduce impacts to police and fire protection service capabilities to a less-than-significant level. But given that some of these measures may be inadequately funded for the foreseeable future, or their implementation otherwise delayed, the effects of the project on police, fire and emergency services, in addition to other planned and approved projects, would remain significant and unavoidable. A project of generally lesser magnitude than the project as proposed would not appear to yield any benefit in terms of substantially lessening any significant environmental effects of the project.

Environmentally Superior Alternative

Regardless of the project that would be constructed on the project site, the increased demand that further development would have on the current provision of police, fire and emergency services would be expected to be significant and unavoidable due to existing limitations on the ability of the Police and Fire Departments to ensure adequate response times. No alternative was shown to be more feasible or avoid or substantially lessen any significant environmental effects over and above as identified for the project. It is therefore concluded that the Transit-Oriented Redevelopment project as proposed, with all mitigation measures as explained in this EIR factored into the project to mitigate the identified impacts, would be the Environmentally Superior Alternative. By including the mitigation measures as developed in the definition of the Transit-Oriented Redevelopment project, the project is then modified and becomes an entity that is defined differently from an environmental standpoint than originally proposed.

1.6 PROJECT SCHEDULING

No scheduling has been established for construction within the Transit-Oriented Redevelopment Project site. Specific construction phasing for the various parcels contained within the Transit-Oriented Redevelopment Project site has not been determined. While a Preliminary Plan was approved by the City of Santa Rosa Planning Commission on September 25, 2003, and adopted by the Redevelopment Agency on October 6, 2003, a redevelopment plan must next be adopted and a Redevelopment District formed in accordance with California Redevelopment Law.

It is projected that the Redevelopment Agency would certify the EIR and adopt a resolution approving the Transit-Oriented Redevelopment Plan in mid 2004. The City Council would then adopt a resolution making findings based upon consideration of the Final EIR and adopt an Ordinance adopting the Redevelopment Plan. The Redevelopment Agency would then need to prepare a detailed implementation plan. City and SMART adoption of a Joint Development Agreement and solicitation of developer proposals would be expected to commence in late 2004 and carry over into mid 2005 or later. Developer agreements could occur in 2006, with the preparation of detailed construction drawings and specifications extending through 2007 with actual construction to begin in late 2007 or 2008, depending on market conditions and other activities and approvals required of the City of Santa Rosa and Redevelopment Agency. Full implementation of the Transit-Oriented Redevelopment Project could take 15 years or more, depending on developer participation, the demand for housing and commercial space in Santa Rosa and other factors affecting development trends and economic conditions.

1.7 REQUIRED APPROVALS

Implementation of the Transit-Oriented Redevelopment Project would require a number of approvals from agencies having jurisdiction over the project, project area, or environmental resources affected by the project.

- **City of Santa Rosa:** The project EIR must first be certified as complete and adequate under CEQA by the Redevelopment Agency. The Redevelopment Agency would then adopt a resolution approving the Transit-Oriented Redevelopment Plan and the City Council would adopt a resolution making findings based on consideration of the Final EIR and Adopt the Redevelopment Plan. The Redevelopment Agency would subsequently prepare and approve an implementation plan. JDA approval would be required of the Redevelopment Agency and SMART with adoption by the City Council.

  Further, it is anticipated that the Redevelopment Agency would be asking the City to approve Disposition and Development Agreements and Owner Participation Agreements with developers and owners in accordance with Community Redevelopment Law (Health and Safety Code section 33000 et seq.).

- **Sonoma County Water Agency:** The Sonoma County Water Agency would review project design plans for compliance with County Flood Control Design Criteria to ensure that a project would not increase the potential for flooding.

- **Regional Water Quality Control Board (RWQCB):** Regulations pertaining to stormwater discharges associated with construction activity were issued by the U.S. Environmental Protection Agency in 1990. The regulations prevent the pollution of storm water through the control of erosion, sedimentation and toxic or hazardous materials at construction sites. These regulations are administered by the Regional Water Quality Control Boards (North Coast Region) through the National Pollution Discharge Elimination System (NPDES) Program.

Section 2
Project Description

2.1 PROJECT LOCATION & FEATURES

The Transit-Oriented Redevelopment project is located in downtown Santa Rosa, west of the elevated portion of U.S. 101 that proceeds north/south through the downtown area.[1] The 11.5-acre project site is bounded by West 6th Street on the north, Santa Rosa Creek on the west and south, and the Northwestern Pacific Railroad right-of-way on the east (see Figures 2-1 and 2-2, *Regional and Site Location Maps*). Most of the project site is located within the western portion of the Santa Rosa Railroad Square Historic District. The West 3rd Street right-of-way separates an approximate 1.5-acre portion of the project site from the remainder of the site and is located outside the Historic District boundary (see Figure 2-3, *Transit-Oriented Redevelopment Project Parcel Map*).

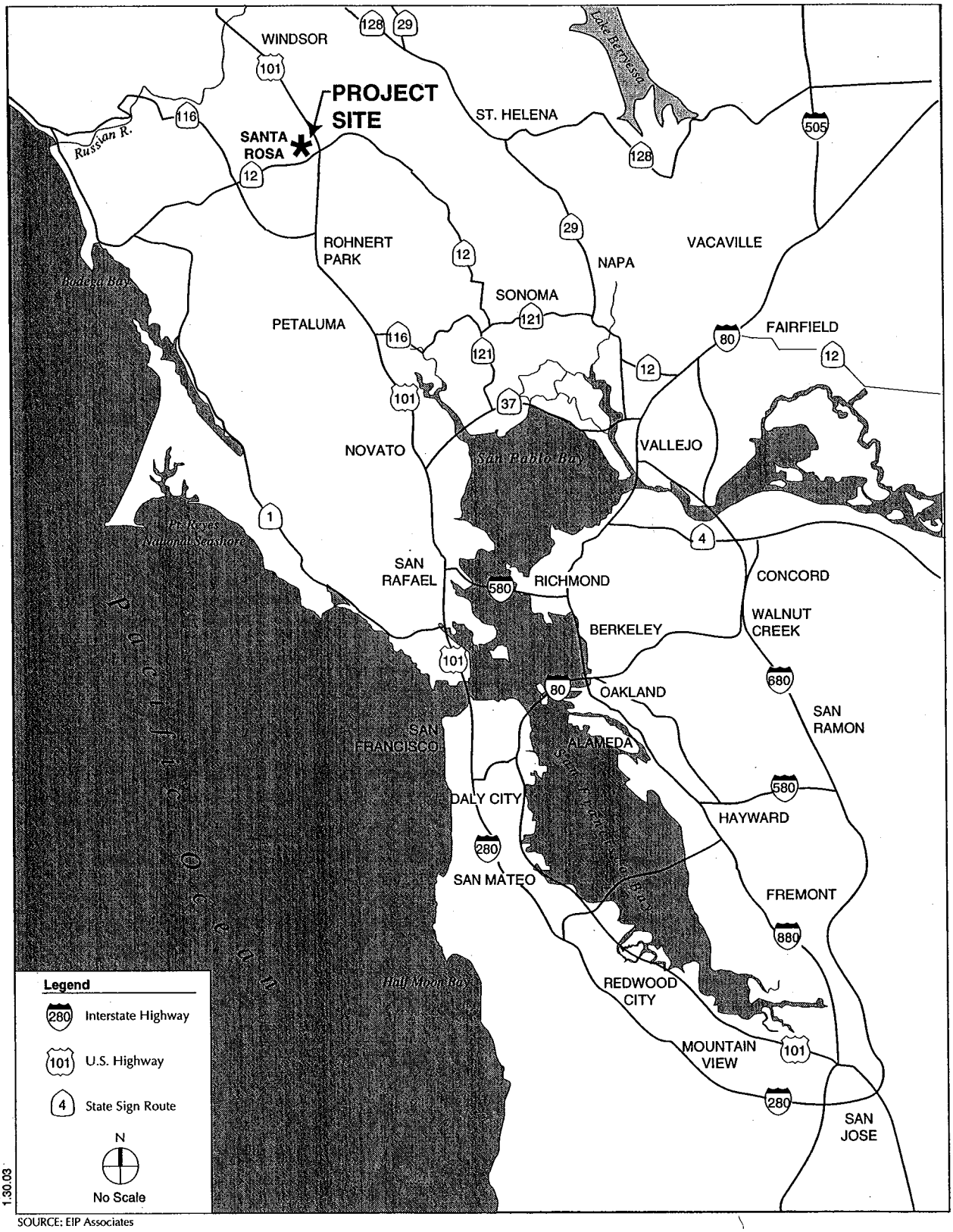
The project site is mostly vacant, with several large historic buildings remaining. Portions of the project site are privately owned, such as the Salvador parcels at 2.31 acres, the Santa Rosa Canners, LLC parcels at 2.01 acres, the Berkowitz parcel at 0.62 acres, with 5.68 acres of the project site administered by the Sonoma Marin Area Rail Transit (SMART) District. The West 3rd Street right-of-way consists of 0.88 acres for a total project site area of 11.50 acres (see Figure 2-3).

2.2 BACKGROUND AND PROJECT ORIGINATION

On February 20, 1979, the Santa Rosa City Council adopted the *Railroad Square Plan* by Resolution No. 13709 as an amendment and refinement of the Santa Rosa General Plan, showing the Railroad Square area as an historic specialty shopping center.[2] The Railroad Square area that the *Plan* addressed was generally bounded by U.S. Highway 101 on the east, West 3rd Street on the south, Santa Rosa Creek on the west and West 6th Street on the north, an area of about 28 acres (see Figure 2-4, *Railroad Square Plan Area*). The *Plan* comprises the local land use zoning for the Railroad Square area.

Initial actions to be accomplished under the *Plan* included adopting the Railroad Square Plan, enacting zoning to implement the Plan, establishing Railroad Square as an Historic District, creating a parking district, and establishing an assessment district for sidewalk and utility improvements. The railroad property west of the railroad tracks (the Transit-Oriented Redevelopment Project site), was viewed as a potential permanent parking facility.

At the time, Railroad Square was described in the Plan as Santa Rosa's "old town" with potential for designation as a historic tourist/commercial district. A "design plan" for the Railroad Square area was commissioned by the City in 1978, which yielded the *Railroad Square Study* from which certain policies and programs were extracted to comprise the *Railroad Square Plan*, "a guide for all future

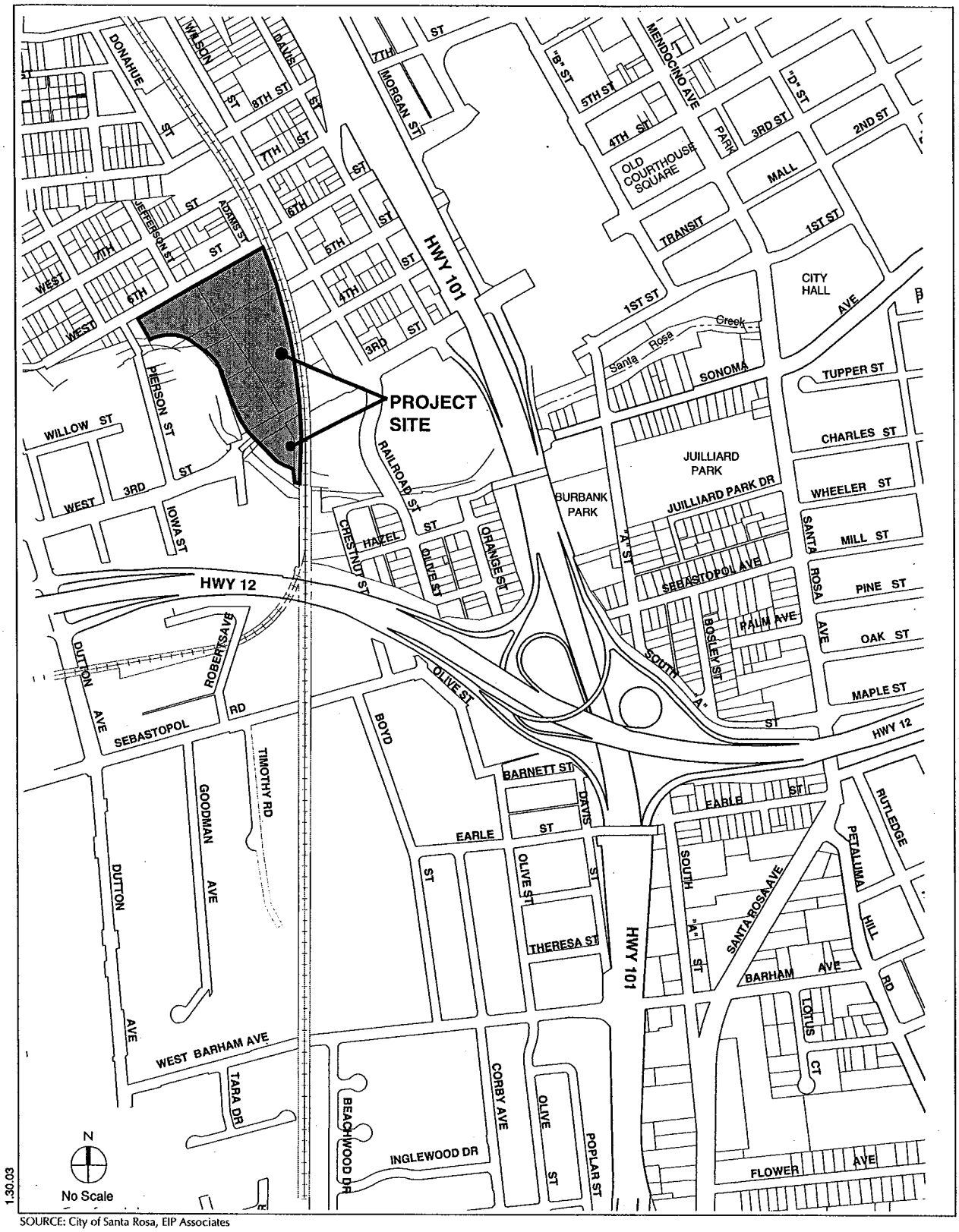


SOURCE: EIP Associates

EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 2-1: REGIONAL LOCATION MAP

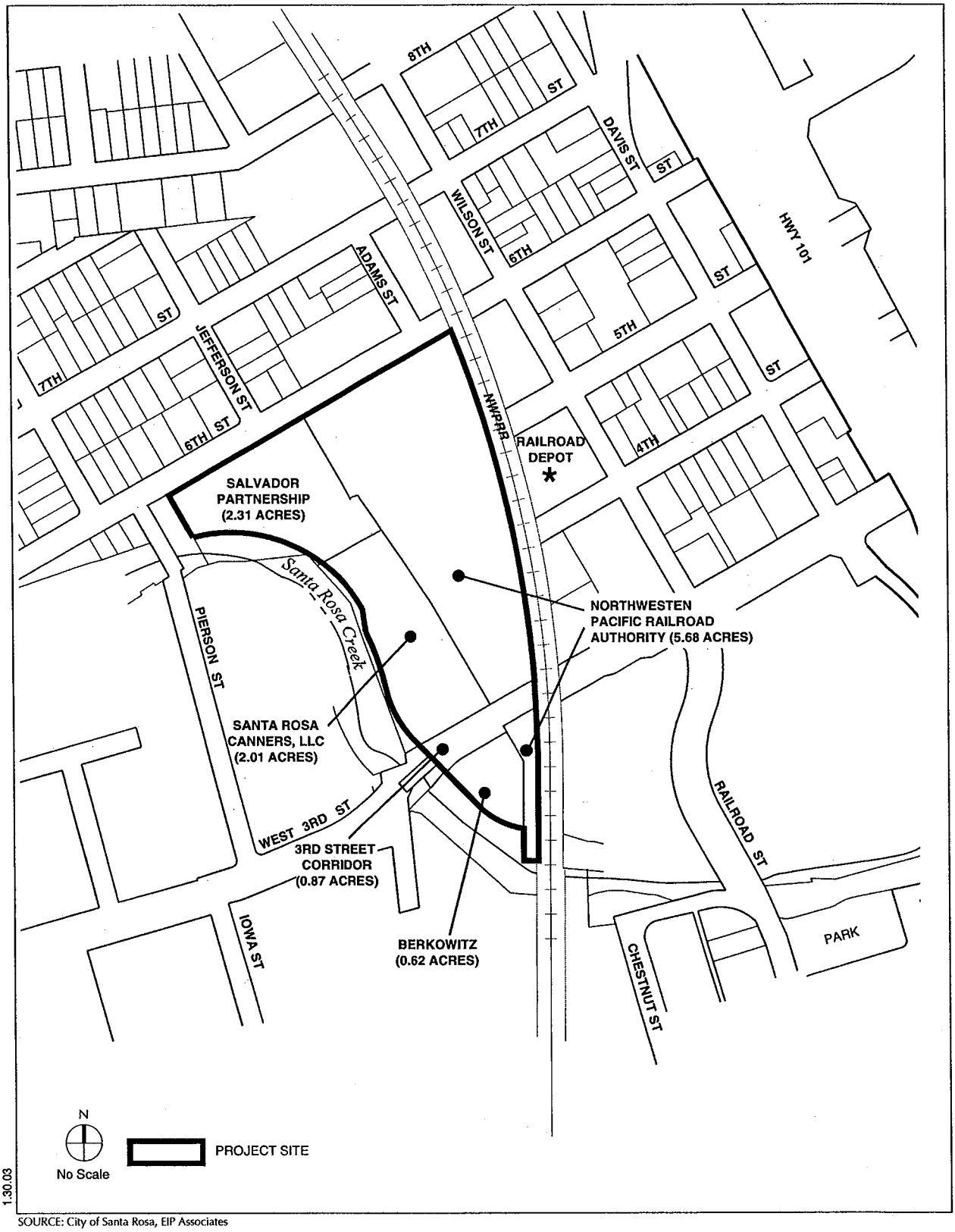


SOURCE: City of Santa Rosa, EIP Associates

EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 2-2: SITE LOCATION MAP

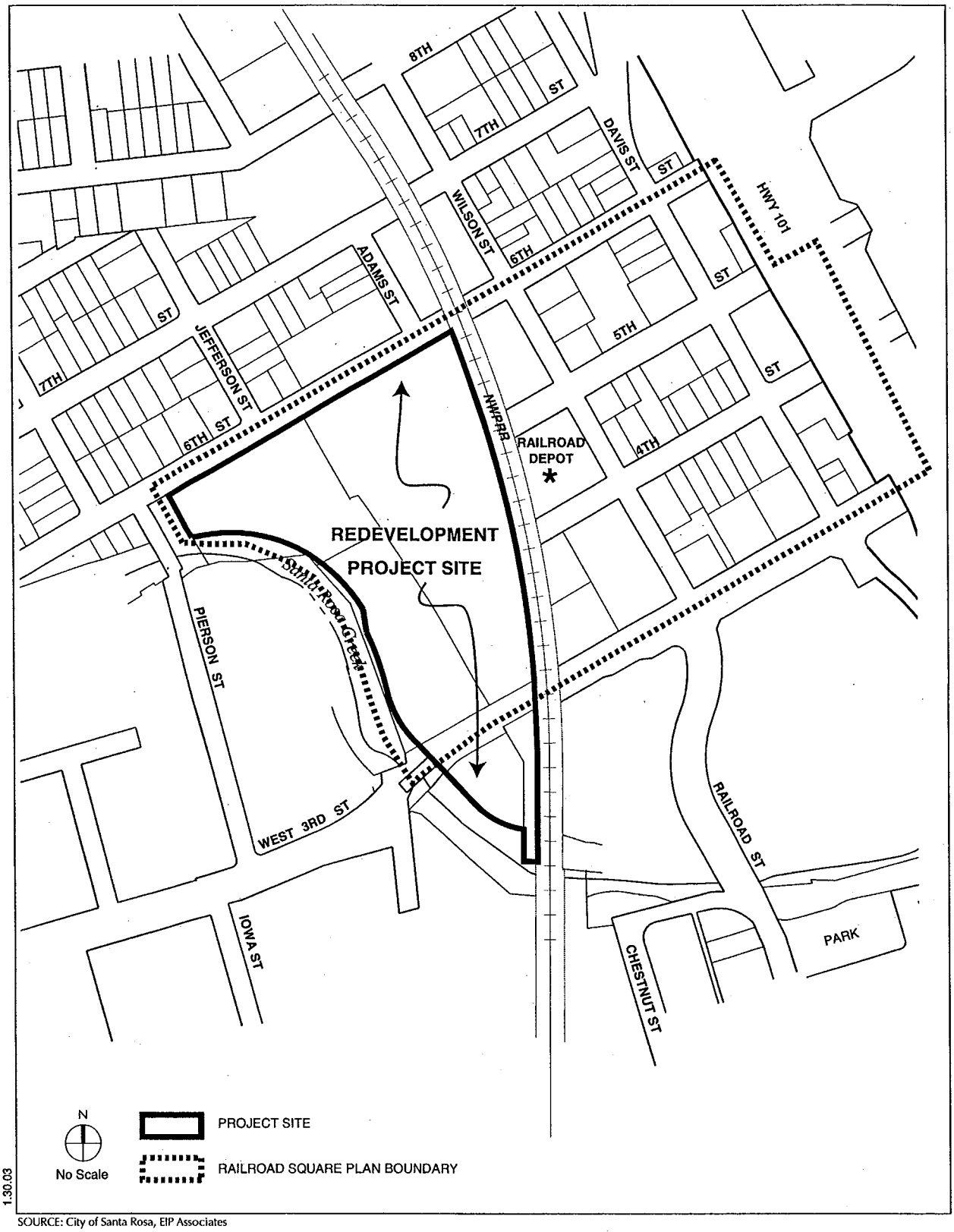


SOURCE: City of Santa Rosa, EIP Associates

EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 2-3: TRANSIT-ORIENTED REDEVELOPMENT PROJECT PARCEL MAP



SOURCE: City of Santa Rosa, EIP Associates

EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 2-4: RAILROAD SQUARE PLAN AREA

public and private development in the area." The overall goal for the Railroad Square project was "To develop the Railroad Square area as an active and successful historic specialty shopping center." Accordingly, various objectives and policies were designed to achieve this overall goal, inclusive of the following:

- Policy IA: *Focus initial restoration and rehabilitation efforts in the core area east of the railroad tracks; west of the tracks is the eventual expansion area for the specialty shopping center.*

  Under Policy IA, the text of the Plan noted:

  > "West of the tracks is the present warehouse and light industrial area. Rehabilitation efforts have not yet occurred. The buildings here are masonry industrial warehouse structures. This area is proposed as an eventual expansion zone for the core area [east of the tracks that was the focus of the physical design plan]. Timing for expansion west of the tracks is when the core area is substantially renovated, or when development west of the tracks can clearly benefit the specialty shopping center, e.g., if significant parking is proposed in the expansion area that can benefit the entire Railroad Square District."

- Policy III A: *Develop a land use plan for Railroad Square.*

  A *Land Use Plan Map* was prepared and included in the *Railroad Square Plan* in response to Policy III A. The accompanying text noted the following:

  > "The land use concept for Railroad Square calls for the restoration of the district as an historic specialty shopping center. ----- it also offers recreation and entertainment. It provides a colorful atmosphere that invites people to come and browse, a place to bring guests."
  >
  > "Briefly, the [Land Use] Plan encourages uses that can contribute to the success of a specialty shopping center ---- ." Contributing uses include predominantly retail shops and restaurants. Entertainment uses are considered desirable. Offices located above or below ground are noted as acceptable provided that employee parking is made available. Fast-food, take-out restaurants and convenience stores such as drugstores and foodstores are discouraged, primarily due to potential traffic and circulation problems. Overall, the recreational atmosphere of a specialty center is desired.
  >
  > "Parks and landscaped public and private open space are key components of the Plan. ---- Development west of the tracks, along the Santa Rosa Creek channel, should take advantage of the creekside location and offer landscaped public and private areas, bikeways, walks, picnic areas, park benches, etc."

- Policy III B: *Establish zoning which provides criteria to develop Railroad Square's potential as a vital and prosperous specialty shopping center.*

  > "Railroad Square's potential can best be realized by a special historic/zoning district which recognizes the area's unique character and provides criteria for alterations of existing buildings and construction of new buildings. The intent of this zoning should be to retain and enhance the distinctive architectural character that existed from around 1900 to the

1930's. Businesses that can strengthen this historic environment will be encouraged to locate in Railroad Square."

"The basic zoning for a specialty shopping center is C-2 (General Commercial). Attached to this zone as a PD (Planned Development) additive is a policy statement which sets forth the specialized guidelines for the successful development of this unique Historic District."

For information purposes, attached to this EIR as Appendix A is the *C-2-PD Zoning Policy Statement*. The discussion under Policy III B goes on to note:

"Only the core area east of the railroad tracks should be rezoned initially. Rezoning west of the tracks should be accomplished when the specialty shopping center is expanded to that area."

At this juncture, it should be noted that the Transit-Oriented Redevelopment project area is designated on the Santa Rosa General Plan Land Use Diagram as *Retail & Business Services* that allows for retail and service enterprises, offices and restaurants.[3] In addition, General Plan Land Use Element Policy H-C-6 encourages the production of residential units in any land use category in the downtown area. However, the Zoning Map for the project site indicates commercial (C-2-PD for the Salvador parcels) and industrial land uses (M-1 for all other parcels) wherein residential land uses are permitted in the commercial district through a Conditional Use Permit but are not allowed within the industrial district. Therefore, the current zoning map is in need of updating to reflect the land use designation as depicted on the General Plan Land Use Diagram.

- Policy IV B: *Develop a physical design plan for Railroad Square that will enhance the success of the specialty shopping center.*

The *Physical Design Plan* noted that the water tower on the Transit-Oriented Redevelopment project site is a prominent landscape feature that should remain at its existing location and renovated a part of private development of the site. It was noted that the Santa Rosa Creek channel should be viewed as an asset offering the potential of landscaped open space and a western edge to the project area. It was also noted that there was an increasing need for parking within the *Plan* area and it was specified that normal City parking standards should be applied in any expansion area west of the railroad tracks, and that office uses should supply all-day employee parking according to current City parking standards.

The purpose of the Redevelopment Plan is to enhance and assist in the revitalization of the project area inclusive of the western portion of Railroad Square. The redevelopment project is intended to respond to the applicable provisions of the *Railroad Square P*lan and as directed by the *Plan's* policies. A Preliminary Plan was approved by the City of Santa Rosa Planning commission on September 25, 2003 and adopted by the Redevelopment Agency on October 6, 2003. The City of Santa Rosa Department of Housing and Redevelopment's participation in the project is alson intended to ensure that the project area is revitalized with high quality development that is pedestrian friendly, and includes the use of public transportation, the construction of higher density commercial, office and residential uses as well as innovative public spaces for cultural activities as explained further below.

2.3 PROJECT OBJECTIVES AND PROGRAMS

Redevelopment Project Objectives

The objective of the Transit-Oriented Redevelopment project is to assist in enabling the redevelopment and revitalization of a portion of the downtown area that includes the western portion of Railroad Square that has remained vacant and underutilized for many years. One requirement of the adoption of a redevelopment plan is the finding that a project area is blighted as defined under California Community redevelopment Law (CRL). That finding is to be contained in the City ordinance adopting a redevelopment plan as supported by data in a Report to Council and any other documentation in the record. With respect to the Transit-Oriented Redevelopment project, CRL provides that blight in the project area needs to be identified, as well as the actions and/or projects required to eradicate the blight and relationship between the costs of the projects and financial mechanisms so involved. This would occur with redevelopment and land use actions to ensure that:

- Redevelopment and revitalization are financially feasible;
- Traffic, circulation and parking conditions are improved;
- The project area inclusive of the western portion of the Railroad Square Historic District is strengthened in its cultural significance within the downtown.
- The project site is redeveloped with quality development that is pedestrian and transit friendly, and that includes higher density commercial, office and residential uses with innovative public places for cultural recreational activities;
- Site development is accomplished in coordination with the goals and objectives of SMART to develop a viable transit hub in the downtown area, and
- Property contaminated with hazardous materials would be cleaned up.

Implementation of the Transit-Oriented Redevelopment project is intended to remove vacant, underutilized parcels in the area and create developable sites in order to stimulate economic activity and assist in revitalizing the project area including the western portion of the Railroad Square Historic District as envisioned in the *Railroad Square Plan* as noted above. Public improvements to be added or enhanced are intended to eliminate infrastructure deficiencies, while other programs to be developed are intended to address underutilized properties with public facilities that would attract additional visitors to the area and facilitate public transit as may be developed through the activities of SMART.

The attraction of transit riders, visitors and the introduction of new residents and business occupants to the Historic District would stimulate the market for commercial and office space. These new businesses would be encouraged to use existing historic building stock currently located within the project area and thereby eliminate any existing business vacancies. Without implementation of the Transit-Oriented Redevelopment project, the City believes that the project area would remain underutilized, and in particular, the designated project area west of the Northwestern Pacific Railroad tracks would remain underutilized and economically stagnant and blighted into the future, and the

community would not receive the benefit of the cultural, transit, shopping, employment, housing and recreation opportunities provided by the redevelopment project as proposed.

Redevelopment Project Programs

The Redevelopment Agency's proposed Transit-Oriented Redevelopment project is intended to serve as a catalyst to assist in the revitalization of the project area as noted previously. The Redevelopment Agency would use redevelopment powers and funds under CRL to ensure that revitalization is financially feasible. The proposed redevelopment project includes, but is not limited to, the following programs: 1) a Development Assistance Program, 2) a Public Facilities Improvement Program, and 3) an Affordable and Market Rate Housing Program. These redevelopment project programs include economic revitalization designed to eliminate impediments to private sector investment in the redevelopment project area. The Redevelopment Agency's redevelopment programs are conceptual in nature. Due to the lengthy time frame for implementing the Redevelopment Plan, estimated at up to 15 years or more, the programs of redevelopment are intended to be flexible and provide the capability to respond to changes in public and private sector interests in the redevelopment project area.

Based on presently identified existing conditions within the Transit-Oriented Redevelopment project area, the programs are potential redevelopment activities that may be undertaken by the Redevelopment Agency. As stated by the Redevelopment Agency, the major features of each Program are to facilitate:

1. Development Assistance Program
    - Cleanup of hazardous materials sites.
    - Site preparation and development.
    - Rehabilitation and/or preservation of historically important features.
    - Private investment and the promotion of new development opportunities.
    - Business attraction, retention and expansion.
    - Opportunities for new jobs.
    - Development of commercial facilities.
2. Public Facilities Improvement Program
    - Public transit and railroad improvements coinciding with potential use of the NWPRR right-of-way.
    - Site access and circulation improvements.
    - Parking facilities and street improvements.
    - Public park, recreation and open space enhancements.
    - Public utilities improvements.

3. Affordable and Market Rate Housing Program
    - Development of new affordable housing consistent with California Redevelopment Law (CRL)
    - Structure rehabilitation for housing purposes.
    - Adaptive structure reuse for housing purposes.

The above programs are general in character at this time and specific participants have not been identified. Buildout within the Transit-Oriented Redevelopment project area as evaluated in this EIR is described below.

2.4 PROJECT DESCRIPTION

Redevelopment Project Land Use Components

As noted previously, the Transit-Oriented Redevelopment project site is designated on the Santa Rosa General Plan Land Use Diagram as *Retail & Business Services*. This designation allows for retail and service enterprises, offices and restaurants. In addition, General Plan Land Use Element Policy H-C-6 encourages the production of residential units in any land use category in the downtown area. Therefore, for purposes of this EIR and the evaluation of potential environmental impacts of development within the Transit-Oriented Redevelopment project site, project buildout has been defined as the maximum that would be allowed under the General Plan designation of Retail & Business Service. A mixed use[4] development scenario that supports public transit use of the SMART parcel is envisioned for the redevelopment project. A development scenario that includes up to 280 residential units and up to 230,000 gross square feet of commercial space together with the necessary parking, circulation and public landscape/open space features are evaluated. Table 2-1 provides a breakdown of the project components on a parcel ownership basis. The following notations are made with respect to Table 2-1:

- The residential land use category includes residential unit types of higher densities that would take advantage of close proximity to the downtown area, public transit and local shopping opportunities. Includes single-family attached units (condominiums), multi-family (rental) units and live/work units.
- The commercial land use category includes the provision of commercial goods and services to residents, visitors, workers and transit users. These goods and services include retail, food, cultural, entertainment, personal and visitor-serving uses. The commercial category also includes office uses, inclusive of uses where the public can generally enter for services such as legal, administrative, financial, real estate and professional.
- Basement parking garages may be included on any parcel, and is not included in the limitation of maximum building height above the surrounding grade as indicated in Table 2-1.
- The Landscape and Circulation land use category is calculated at about 20% of the site area. Allows 1.5 acres for a transit component of passenger platforms, bus stops, taxi/passenger loading and potential for a Joe Redota trail easement extending south from West 3rd Street.

- The existing transit depot located on the east side of the railroad tracks outside the Transit-Oriented Redevelopment Project site is proposed for transit use.

Table 2-1
Transit Oriented Redevelopment Project
General Plan Buildout Scenario

Project Parcel	Acres	Residential Units	Commercial (Gross Square Feet = GSF)	Max. Building Footprint	Landscape and Circulation (Approximate)	Development Profile
Salvador Parcel	2.31	Up to 130 units	Up to 10,000 GSF	1.85 Acres	0.46 Acres	Up to 2 stories over parking, max. 3 story bld'g. height.
Santa Rosa Canners Parcel	2.01	Up to 100 units	Up to 20,000 GSF	1.5 Acres	0.40 Acres	Up to 2 stories over parking, max. 3 story bld'g. height.
Berkowitz Parcel	0.62	Up to 50 units	—	0.54 Acres	0.12 Acres	Up to 3 stories over parking, max. 4 story bld'g. height.
SMART Parcel	5.68	—	Up to 200,000 GSF	4.18 Acres	1.5 Acres	Up to 4 stories over parking, max. 5 story bld'g. height.
West 3rd St. Right-of-Way	0.88	—	—	—	—	Street enhancements to be provided.
Total	**11.50**	**Up to 280 units**	**Up to 230,000 GSF**	—	—	—

The land use intensities (number of residential units and square feet of commercial space) and building heights proposed for the various parcels as shown in Table 2-1 are considered maximums under the General Plan designation of *Retail and Business Services* based on parcel size and what could reasonably be expected to occur under a mixed use development scenario in an urban setting. This development scenario is considered flexible enough to allow variations in the provision of public open space and parking facilities, depending on the precise mix of commercial land uses ultimately programmed for development. The guiding principle is generally a floor area ratio of about 1.0 (building area on the site divided by the total net area of the site).

It is important to note that a detailed land use plan for the Transit-Oriented Redevelopment project has not been prepared at this time. The land use concept as described herein is conceptual in nature coinciding with the conceptual nature of the redevelopment project programs as explained previously.

The formation of a Redevelopment District is planned by the Redevelopment Agency based on the adoption of a Redevelopment Plan by the City Council for the Transit-Oriented Redevelopment project. The project would be built out in accordance with the Santa Rosa 2020 General Plan and General Plan Land Use Diagram, and as further conditioned under the goals and policies of the Railroad Square Plan. Ultimately, it is anticipated that detailed site development plans for the Transit-Oriented

Redevelopment project site would be developed by the City after the Redevelopment District is formed in accordance with enabling statutes that would supercede existing land uses inclusive of temporary land uses that may currently exist.[5] Detailed site development plans would implement the general plan by creating a bridge between general plan policies and individual development proposals.

It should be noted that the 5.68 acres of land within the Transit-Oriented Redevelopment project area under SMART ownership and control amounts to about one-half the total 11.5 acre redevelopment project area. Because of the area involved, development of the SMART parcels and coordination with the SMART Board of Directors would be important to realizing the goals and objectives of the Transit-Oriented Redevelopment project and furthering the interests of the Railroad Square Historic District as explained in the *Railroad Square Plan*. Therefore, to assist in rounding out the *Project Description*, information regarding the SMART parcel and the current proposal for regional public rail transportation using the existing Northwestern Pacific Railroad Tracks (NWPRR) is provided in the following paragraphs.[6]

Redevelopment and SMART Public Transit Use

Public acquisition of the NWPRR right-of-way began in the 1970s and continued into the mid-90s, with significant funding provided by federal and state sources. The objective was to insure the potential rail transportation benefits of NWPRR corridor would be preserved in Sonoma and Marin Counties for the future. In 1997, the Sonoma County Transportation Authority and Marin Planning Agency commissioned the "Sonoma Marin Multi-Modal Transportation and Land Use Study". This study recommended that a commission be formed to guide the design and implementation of passenger train service to support transportation and land use patterns that minimize the negative environmental impacts of sprawl. In 1998, the Counties of Sonoma and Marin formed the Sonoma Marin Area Rail Transit (SMART) Commission to carry out this mission.

In 2000, SMART released the Sonoma Marin Rail Implementation Plan, following an 18-month process of analysis and public meetings. The plan provided SMART with a commuter rail operating system plan that included recommendations for key station sites along the route.[7] On January 1, 2003 a new regional transportation district was established to oversee the development and implementation of passenger rail service on the NWPRR line. The new rail district, created with the passage of California State Assembly Bill 2224 consolidated the existing SMART Commission, Northwestern Pacific Railroad Authority, and the Golden Gate Bridge, Highway and Transportation District Authority and assets over the rail corridor into a single rail district.

Today, the SMART District is charged with planning, engineering, evaluating and implementing passenger train service and corridor maintenance from Cloverdale to a Ferry Terminal in Marin County that connects to San Francisco, a distance of about 85 miles (potentially, the Larkspur Ferry Terminal; an analysis is underway to determine the feasibility of a Point San Quentin rail extension). Current plans call for up to 14 stations, nine in Sonoma County and five in Marin County, with transfers to existing and proposed bus service, ferry service and the provision of bicycle and pedestrian

connections.[8] The Railroad Square location in downtown Santa Rosa is envisioned as a primary station within the system.[9]

Coordination with SMART for development of the Transit-Oriented Redevelopment project will be important for realizing the redevelopment objectives and programs as stated above. Coordination will also be important for the SMART program for mass transit to promote and facilitate ridership and generate revenues to support transit operations as envisioned by SMART.

At the time of preparing this EIR, details regarding utilization of the SMART parcel or potential land uses of the SMART parcel had not been fully developed and/or adopted by SMART.[10] Some preliminary, conceptual plans commissioned by the property owners within the project area were prepared for discussion purposes. These plans generally called for mixed use development that involved revenue generating uses such as retail shops, office use, restaurants, housing and parking facilities with provision for public access to rail transit facilities at the site. It appears that the ultimate mix of land uses and development density on the SMART parcel would be subject to negotiation between the City of Santa Rosa and SMART as planning for the site may progress incorporating a potential railroad depot. Given the downtown location of the site, vacant land and presence of an existing railroad station structure, a railroad depot at the site would be a certainty, should use of the NWPRR right-of-way for public rail transit become a reality.

Redevelopment and Coordination with SMART

In recent internal SMART staff memoranda, it was noted that the SMART Board of Directors had been considering proposals for the long term development of the Santa Rosa transit station site.[11] As directed by the Board, SMART staff had been negotiating with the City of Santa Rosa staff on short and long term leases with the City for moving forward with development of the Santa Rosa station site in the downtown area.

SMART staff recommended that the SMART Board approve an *Agreement to Negotiate Exclusively*.[12] The *Agreement* outlined the short and long term process for development of the Santa Rosa station site in partnership with the City of Santa Rosa. The *Agreement* sets forth the intent to enter into a short term lease and long term lease with the City of Santa Rosa.

The short term and long term leases responded to the Board's direction to work with the City of Santa Rosa regarding development of the Santa Rosa station site. The short term lease, which was subject to completion of hazardous materials remediation of the site, would give the City oversight of the site over a two-year period to provide for City events and parking to generate revenue and eliminate blighted conditions, ensuring activity on the site and providing local control over illegal uses.[13] The long term lease would allow the City or Redevelopment Agency to provide for the lease and development of a portion of the SMART parcel "to be developed with a mixed use project". The long term lease period is to be two years from the date of approval of the Agreement to Negotiate by SMART or the City, whichever approval occurred last, and is for the purpose of negotiating a Joint Development Agreement (JDA).

The approach being pursued by staff set forth a series of activities to define land uses and densities. It was projected that by the end of Year 1, the City and SMART would agree upon uses, development standards (e.g. architectural standards, set back requirements, landscape standards, requirements for ridership data generated by use types), density and circulation to be incorporated into a JDA. Uses would include a mix of uses (housing, commercial, retail). The JDA would not include the rail operations area of the site.[14] It was noted that at start of Year 2, SMART would enter into a JDA with the City to serve as the lead agency and solicit development proposals on the station site.[15] By end of Year 2, the City and SMART would complete contractual agreements on revenue sharing and associated financial agreements for joint development and the City would implement an agreed-upon schedule to initiate the solicitation process for development of the station site, except for the rail operation aspects. Certain principles to be incorporated into the process being negotiated included that the overriding goal of the SMART Board is for all development proposed on the station site meet the priority goals of generating ridership and revenue to support transit operations, and that there be opportunities for public input during consideration and approval of the process.

Thus, it was recommended that the SMART Board of Directors adopt the short and long term lease approach recommended for development of the Santa Rosa station site and direct staff to continue its exclusive negotiations with the City of Santa Rosa on a short term lease and a Joint Development Agreement for the site, exclusive of the area required for rail operations, and report back to the Board on a periodic basis on the negotiations. The Board approved the *Agreement to Negotiate Exclusively* at its meeting of November 12, 2003, and the *Agreement* was subsequently approved by the Santa Rosa City Council on November 25, 2003.[16]

2.5 PROJECT SCHEDULING

No scheduling has been established for construction within the Transit-Oriented Redevelopment Project site. Specific construction phasing for the various parcels contained within the Transit-Oriented Redevelopment Project site has not been determined. While a Preliminary Plan was approved by the City of Santa Rosa Planning Commission on September 25, 2003, and adopted by the Redevelopment Agency on October 6, 2003, a redevelopment plan must next be adopted and a Redevelopment District formed in accordance with CRL. After a JDSA with SMART would be adopted by the City as noted previously, development proposals would be solicited and Disposition and Development Agreements formed with participating developers (for further information, refer to Section 2.6 below, Required Approvals).

It is projected that the Redevelopment Agency would certify the EIR and adopt a resolution approving the Transit-Oriented Redevelopment Plan in mid 2004. The City Council would then adopt a resolution making findings based upon consideration of the Final EIR and adopt an Ordinance adopting the Redevelopment Plan. The Redevelopment Agency would then need to prepare a detailed implementation plan. City and SMART adoption of a JDA and solicitation of developer proposals would be expected to commence in late 2004 and carry over into mid 2005 or later. Developer

agreements could occur in 2006, with the preparation of detailed construction drawings and specifications extending through 2007 with actual construction to begin in late 2007 or 2008, depending on market conditions and other activities and approvals required of the City of Santa Rosa and Redevelopment Agency. Full implementation of the Transit-Oriented Redevelopment Project could take 15 years or more, depending on developer participation, the demand for housing and commercial space in Santa Rosa and other factors affecting development trends and economic conditions, extending well into the second decade of the 21st Century.

2.6 REQUIRED APPROVALS

Implementation of the Transit-Oriented Redevelopment Project would require a number of approvals from agencies having jurisdiction over the project, project area, or environmental resources affected by the project.

The following approvals and actions would be required in order to implement the Transit-Oriented Redevelopment Project as a redevelopment project.

- **City of Santa Rosa**

  The Transit-Oriented Redevelopment Project EIR must first be certified as complete and adequate under CEQA by the Redevelopment Agency. The Redevelopment Agency would then adopt a resolution approving the Transit-Oriented Redevelopment Plan and the City Council would adopt a resolution making findings based on consideration of the Final EIR and Adopt the Redevelopment Plan. The Redevelopment Agency would subsequently prepare and approve an implementation plan. JDA approval would be required of the Redevelopment Agency and SMART with adoption by the City Council.

  Further, it is anticipated that the Redevelopment Agency would be asking the City to approve Disposition and Development Agreements and Owner Participation Agreements with developers and owners in accordance with Community Redevelopment Law (Health and Safety Code section 33000 et seq.).

  Construction plans and specifications would be reviewed and/or amended and approved by the City in accordance with the adopted mitigation measures as specified in the Mitigation Monitoring and Reporting Program prepared for the Transit-Oriented Redevelopment Project prior to issuing grading and construction permits.

- **Sonoma County Water Agency**

  The Sonoma County Water Agency would review project design plans for compliance with County Flood Control Design Criteria to ensure that a project would not increase the potential for flooding.

- **Regional Water Quality Control Board (RWQCB)**

  Regulations pertaining to stormwater discharges associated with construction activity were issued by the U.S. Environmental Protection Agency in 1990. The regulations prevent the pollution of storm water through the control of erosion, sedimentation and toxic or hazardous materials at construction sites. These regulations are administered by the Regional Water Quality Control Boards (North Coast Region) through the National Pollution Discharge Elimination System (NPDES) Program.

  Pollution reduction design is required as part of the permanent drainage system for the post-construction period as well as for the construction phases of a project. A permit is required for construction projects that are greater than one acre in extent. A Storm Water Pollution Prevention Plan is required that identifies the potential sources of sediment and other potential pollutants, and ensures the reduction of sediment and other pollutants in the storm water discharged from a construction site. A monitoring program is required to aid the implementation of, and assure compliance with the Pollution Prevention Plan. The RWQCB also has jurisdiction over and overseas the remediation of documented hazardous material sites. The RWQCB jurisdiction applies to sites where groundwater resources are threatened by hazardous material contamination.

Endnotes – Project Description

1 The Santa Rosa 2020 General Plan (Page G-15) defines "downtown" as follows:

"Downtown: The major commercial center of the community. The Downtown's General boundaries are Sonoma Avenue, Brook wood Avenue, College Avenue, and the Northwestern Pacific Railroad tracks."

For the purposes of this EIR, the Transit-Oriented Redevelopment project site is considered within the downtown extending to Santa Rosa Creek on the west and south because of 1) the site's close proximity to the urban nucleus of Santa Rosa, 2) the project would represent an extension of the City's urban core as a commercial center, and 3) the project site is included within the Railroad Square Preservation and National Register Historic Districts located in the downtown. The *Land Use and Livability Element* of the General Plan (page 2-2), notes the following about the downtown:

"Downtown is an energetic center of commerce in the North Bay. New offices, stores, hotels, and cultural facilities have located here. Because of new housing development, downtown is vital during evenings and weekends. The 1,000 new residents of downtown since year 2000 - families, students, seniors, and others - enjoy urban living, and are able to walk to jobs and shops. Railroad Square is a lively nucleus of galleries, shops, arts education workshops, and other cultural facilities. Some of the older industrial buildings to the north have been converted to live/work lofts."

2 City of Santa Rosa, *Railroad Square Plan*, January 10, 1979, adopted by City Council Resolution 13709 on February 20, 1979.

3 The *Land Use and Livability Element* of the Santa Rosa 2020 General Plan defines retail and Business Services as follows: "Allows retail and service enterprises, offices, and restaurants. Regional centers, which are large complexes of retail and service enterprises anchored by one or more full line department stores, and destination centers, which are retail centers anchored by discount or warehouse stores, are allowed. Supermarkets and/or drugstores are permitted in Community Shopping Centers only."

[4] As defined in the Santa Rosa 2020 General Plan, Land Use and Livability Element, Mixed Use is defined as: "Multiple uses in a single structure or physically integrated structures with significant emphasis on residential uses, combined with commercial, public, entertainment and/or office uses where the ground floor uses are predominantly nonresidential with the purpose of creating pedestrian activity. Taller, more intense use building will be permitted at the downtown core. Single use buildings, such as public facilities and retail activities serving a regional clientele, may be allowed by exception of the Planning Commission."

[5] Government Code section 65450 et seq.

[6] Further information regarding SMART and potential future rail transit in Sonoma and Marin Counties may be found on the SMART website at: www.sonomamarintrain.org

[7] Funding the service projected to be accomplished through a combination of sources including: a transportation sales tax in both Marin and Sonoma counties, state and federal funding and state rail bond moneys.

[8] The SMART website says the following about bikes: "The SMART system will encourage other alternative modes of transportation. A bicycle corridor is being planned to use the SMART system right of way. With room being designed into the rail car for bicycle storage, passengers will be able take the train and ride their bicycles to work, school or shopping. Bus schedules will be coordinated with the train schedule to facilitate transfers from one mode to another, allowing riders to leave their cars at home. SMART will also work with local jurisdictions to encourage transit-oriented development adjacent to proposed rail stations."

[9] Preliminary environmental assessments helped identify potential impacts that may occur as a result of SMART's implementation. The SMART Board of Directors has committed to do a full Environmental Impact Report (EIR) and Environmental Impact Study (EIS) for the project.

[10] Phil Erickson, Station Area Planning Consultant, Community Design + Architecture, Inc., telephone communication, September 26, 2003.

[11] Memorandum to the SMART Board of Directors, from Lillian Hames, Project Director and Norma Jellison, Property Manager, Staff Report for Santa Rosa Station Site, Board Agenda Item X, November 24, 2003.

[12] Memorandum to the SMART Board of Directors, from Lillian Hames, Project Director and Norma Jellison, Property Manger, Staff Report for Santa Rosa Station Site Agreement to Negotiate Exclusively, Board Agenda Item V, November 12, 2003.

[13] In accordance with the terms of the Agreement to Negotiate Exclusively, the short term lease was to be "based upon the use of a portion of the Site for farmers' markets, special events, parking and other interim uses. During the Short Term Lease, the City shall take over short term management of the portion of the Site subject to the Lease."

[14] In the *Agreement to Negotiate* the JDA, the following was stated and is provided for information purposes:

"E. [§505] Negotiations Between City and Food and Wine Center.

"SMART and the City acknowledge and understand that the Food and Wine Center of Sonoma County (the "Food and Wine Center") has indicated a strong interest in developing a Food and Wine Center together with a Culinary Academy to be operated by the Santa Rosa Junior College on a portion of the Site.

"Accordingly City agrees to use its best faith efforts to enter into an Agreement to Negotiate Exclusively with the Food and Wine Center for the purpose of negotiating the development of a Food and Wine Center and a Culinary Academy on the portion of the Site that is the subject of both the JDA and the Long Term Lease.

"SMART and City agree that any development of the Site will be subject to the terms of the JDA and the Long Term Lease and that the City's commitment to enter into negotiations with the Food and Wine Center and SMART's acknowledgement of that commitment is not an agreement to approve the development of a

Food and Wine Center on the Site. Both SMART and the City reserve all discretion and authority with regard to the approval of the development of the Site."

15 Regarding the long term lease, the Agreement noted: "The negotiations of the JDA and Long Term Lease shall be based upon a development concept which shall include the development on a portion of the Site of mixed use/commercial retail and housing project with parking. Design and architecture will continue to be developed during the negotiation of the JDA, abut the goal of both SMART and the City is to develop the Site in a way that is compatible with the surrounding development, *the historic nature of the Railroad Square area, and SMART's plans for commuter rail service."* It was noted in the Agreement that at the start of year 2 or earlier, SMART would enter into a JDA with the City to serve as the lead agency and solicit development proposals on the station site in accordance with agreed upon development standards in the negotiated JDA, Redevelopment Area policies, SMART Station Plan and transit and pedestrian oriented policies, goals and objectives. At the time of preparing this EIR, the SMART station planning program and policy framework was in preparation and had not been adopted by the SMART Board of Directors.

16 At the October 12, 2003 SMART II District Board meeting, an update was provided on the recommendations from the SMART station planning consultants to seek Board comments. It was noted that station planning included the consideration of station "footprints", and did not involve final designs. The footprints were noted as conceptual that allowed SMART to proceed with the necessary CEQA/NEPA environmental analysis.

Section 3
Environmental Setting, Impacts and Mitigation Measures

3.1 Relationship to Plans and Planning Policy

Introduction

All incorporated cities and counties in California are required to develop, implement and periodically revise a plan for the comprehensive regulation of land use within territory that pertains to their planning activities. The Santa Rosa 2020 General Plan fulfills this requirement for the City of Santa Rosa.[1] The Santa Rosa 2020 General Plan is the most current comprehensive long-term plan for the physical development of the City. This section of the EIR evaluates the Transit-Oriented Redevelopment project as proposed for consistency with the relevant goals and policies of the Santa Rosa 2020 General Plan.

City of Santa Rosa General Plan

The General Plan has been termed the constitution of community land use; it is the highest expression of desired community character. In California, all other land use policies and permits must ultimately conform to the goals and policies of the General Plan. The General Plan serves primarily as a policy document and is used as a point of reference by public officials when making decisions on such things as subdivisions, capital improvements, neighborhood rehabilitation and public acquisitions.

The Transit-Oriented Redevelopment project and its development components must be consistent with the relevant goals and policies of the General Plan. Below, the project is evaluated for conformance with the provisions of the General Plan. Goal and policy issues include those relating to land use, urban design, housing, transportation and circulation, public services and facilities, open space, growth management, economic vitality, historic preservation, noise and public safety, and art and culture.

The goals and policies presented in this analysis are direct quotations from the Santa Rosa 2020 General Plan. If General Plan inconsistency or potential General Plan inconsistency issues are identified, mitigation measures are noted as required to bring the project and its development components into consistency with the General Plan Goal or policy being considered. The mitigation measures are as developed in each of the technical EIR sections (i.e., *Hydrology and Water Quality, Biological Resources*), following this section of the EIR. In certain cases, General Plan consistency would be based on project planning and design issues yet to be resolved as policy matters as the project undergoes further planning and design in the future, and this so noted in the consistency analysis as applicable to the policy addressed.

As noted in the Santa Rosa 2020 General Plan (page 1-3): "The Santa Rosa General Plan addresses issues related to physical development, growth management, transportation services, public facilities,

community design, and conservation of resources in the Planning Area." Overall, the General Plan outlines a vision for the long-range physical and economic development of the City, establishes a basis for judging whether specific development proposals are in harmony with the stated vision, and provides the basis for setting priorities for detailed plans and capital improvements.

The following consistency analysis utilizes a table format to make the analysis easy to read and the conclusions accessible to the public and decision makers. In accordance with the conceptual nature of the project as defined at this time under General Plan buildout, this analysis pertains to the Transit-Oriented Redevelopment project as a whole rather than the project on a parcel-by-parcel basis.

Table 3.1-1
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Land Use and Livability Element	
Goal LUL-A: Foster a compact rather than a scattered development pattern.	**Consistent:** The project advances the notion of City centered growth and the more efficient utilization of existing natural resources. The project is intended to facilitate growth on currently vacant and underutilized land in an existing urban area which would minimize the cost and extent of providing infrastructure services by producing a more compact and efficient pattern of development. Land parcels that have been without public water and sewer service on the project site would have direct access to expanded sewer and water services to serve new development. This in turn would assist in limiting the potential for urban expansion in non-urbanized areas and the consumption of undeveloped or agriculturally useful land by focusing growth in an existing urban area. The project would therefore contribute to reducing the push for suburban commercial growth that has been known to drain economic vitality from downtown areas, thus creating the need for redevelopment in the first place.
Policy LUL-A-1: As part of Plan implementation - including development review, capital improvements programming, and preparation of detailed area plans - foster close land use/transportation relationships to promote use of alternative transportation modes and discourage travel by automobile.	**Consistent:** The project, as a redevelopment project, is intended to contribute to a more integrated downtown, placing residents and workers in closer proximity to a variety of employment opportunities, thus reducing pressures for out-commuting use of the single-occupant automobile. In addition, the project is planned to incorporate the planning for a rail transit terminal in coordination with SMART.
Policy LUL-A-2: Allow residential development of up to 30 units per acre, including all density bonuses, in any land use category within one-quarter mile of potential rail transit stops along the Northwest Pacific Railroad --.	**Consistent:** The project site is located immediately adjacent a planned downtown transit station on the NWPRR right-of-way. As proposed, the Transit-Oriented Redevelopment project would provide up to 24 residential units per acre on the site. General Plan Land Use Element Policy H-C-6 encourages the production of residential units in any land use category in the downtown area.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Goal LUL-C: Maintain downtown as the major regional office, financial, civic, and cultural center in the North Bay, and a vital mixed-use center.	**Consistent:** The objective of the Transit-Oriented Redevelopment Project is to assist in enabling the redevelopment and revitalization of the project area in the downtown that has remained vacant and underutilized.
Policy LUL-C-1: Promote downtown as the center of the business, residential, social, and civic life of Santa Rosa by directing high intensity office uses, government, residential, and entertainment uses to locate downtown.	**Consistent:** A mixed use development that supports public transit use of the SMART parcel, and includes up to 280 residential units and up to 230,000 gross square feet of commercial space together with the necessary parking, circulation and public landscape/open space features under General Plan buildout is proposed for the project.
Policy LUL-C-2: Review parking regulations downtown to consider its role as a pedestrian-and transit-friendly center.	**Consistent:** Parking would be provided in the project consistent with the mix of land uses to be developed on the site in accordance with the zoning code, including parking for railroad transit use. The configuration and amount of parking required would be determined during project planning phases subject to City Design Review per Mitigation Measure 3.5-1. Parking would need to be provided in accordance with City standards.
Policy LUL-C-3: Establish development standards in the Zoning Code to reinforce downtown's traditional development pattern.	This policy pertains to actions required of the City. The *Railroad Square Plan* comprises the local land use zoning for the project area. The Transit-Oriented Redevelopment Project area is designated on the Santa Rosa General Plan Land Use Diagram as Retail & Business Services that allows for retail and service enterprises, offices and restaurants. In addition, General Plan Land Use Element Policy H-C-6 encourages the production of residential units in any land use category in the downtown area. However, the Zoning Map for the project site indicates commercial (C-2-PD for the Salvador parcels) and industrial land uses (M-1 for all other parcels) wherein residential land uses are permitted in the commercial district through a Conditional Use Permit but are not allowed within the industrial district. Therefore, the current zoning map is in need of updating to reflect the land use designation as depicted on the General Plan Land Use Diagram.
Policy LUL-C-5: Encourage the development of a performing arts center in downtown.	**Planning/Design Policy Issue:** The inclusion of a performing arts center in the project would be a policy direction on the part of the City. The option of a performing arts center had not been seriously considered at the time of preparing this EIR, and a performing arts center is not ruled out for consideration.
Policy LUL-C-6: Permit residential uses in all land use categories within downtown.	**Consistent:** General Plan Land Use Element Policy H-C-6 encourages the production of residential units in any land use category in the downtown area; the project includes up to 280 residential units as evaluated in this EIR.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy LUL-C-7: Allow buildings up to 10 stories in height within downtown.	**Consistent:** Recognizing the low development profile of structures within the Railroad Square area with buildings one to four stories in height, a height limit of five stories is established in the project proposal to avoid discrepancies in building height, bulk and mass as compared to existing structures in the adjoining neighborhoods.
Policy LUL-C-8: Review the Building Height section of the Zoning Code to ensure its consistency with the General Plan and to assess which downtown sites have potential for multi-story structures.	**Consistent:** Review the discussions above under Policy LUL-C-3 and Policy LUL-C-7.
Policy LUL-C-9: Preserve and protect the character of older established residential neighborhoods within and adjacent to downtown.	**Consistent:** Review the discussions above under Policy LUL-C-3 and Policy LUL-C-7. Project design would need to go through Design Review by the City in accordance with Mitigation Measure 3.5-1 to ensure neighborhood compatibility.
Policy LUL-C-10: Prepare a Downtown Plan which will specify appropriate building heights, entry treatments and public improvements, to ensure a vibrant, active downtown.	This Policy pertains to actions by the City. However, the project is intended to respond to the objectives of the *Railroad Square Plan* as the land use zoning for the area to assist in developing a specialty historic shopping center. In addition, through the Design Review process, the project would be subject to the provisions of the City's *Design Guidelines* for urban development whose purpose is to implement the *Urban Design Element* of the City's General Plan. The Design Guidelines are intended to provide a clear set of design policies to project sponsors and designers for project proposals to be considered by Department of Community Development staff, boards, commissions and the City Council to evaluate project proposals. Considerations include concepts of overall neighborhood design and structure; block and street patterns; transitions in development densities between neighborhoods; off-street parking configurations; pedestrian and bicycle circulation; building design variety, form, colors and materials; open space areas, civic spaces, landscaping and lighting; view corridors and landmark features; and other components of community design. The *Design Guidelines* are intended to supplement any project-specific guidelines or standards that may have been adopted in conjunction with the approval of any plan such as a Policy Statement. A design objective should be to ensure that future projects within the Transit-Oriented Redevelopment project site are visually compatible with the scale, density and architectural format of surrounding development, including the West End Preservation District and Railroad Square Preservation District.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy LUL-D-1: Require that the first floor of downtown buildings house activity generating uses such as retailing, entertainment and dining establishments, theaters and galleries. Upper floors of downtown buildings may also contain such uses.	**Planning/Design Policy Issue:** The configuration and amount of activity generating uses in the ground floor of buildings as suggested in Policy LUL-D-1 would be determined during project planning and design phases subject to City Design Review per Mitigation Measure 3.5-1. Coordination between the City and SMART for ultimate use of the SMART parcel would be required in accordance with the *Agreement to Negotiate Exclusively* recently approved by the City and SMART Board.
Policy LUL-D-2: Require that uses such as parking garages and theaters provide ground-level uses that generate activity or provide visual interest, and are compatible with surrounding ground level uses.	**Planning/Design Policy Issue:** Refer to the discussion above under Policy LUL-D-1.
Goal LUL-E: Promote livable neighborhoods. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.	**Consistent:** General Plan Land Use Element Policy H-C-6 encourages the production of residential units in any land use category in the downtown area; the project includes up to 280 residential units as evaluated in this EIR.
Policy LUL-E-2: As part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability.	**Consistent:** Refer to the discussion under Policies LUL-C-7 and LUL-C-10.
Policy LUL-G-2: Require design of mixed use projects to focus residential uses in the upper stories or toward the back of parcels, with retail and office activities fronting the regional/arterial street.	**Planning/Design Policy Issue:** Refer to the discussion under Policy LUL-D-1.
Policy LUL-J-1: Provide a range of commercial services that are easily accessible and attractive, that satisfies the needs of people who live and work in Santa Rosa and that also attracts a regional clientele.	**Consistent:** A mixed use development that supports public transit use of the SMART parcel, and includes up to 280 residential units and up to 230,000 gross square feet of commercial space together with the necessary parking, circulation and public landscape/open space features under General Plan buildout is proposed for the project. The project is intended to respond to the objectives of the *Railroad Square Plan* as the land use zoning for the area to assist in developing a specialty historic shopping center.
Policy LUL-J-2: Encourage region-serving, high volume retail outlets to locate near freeway access (generally within one-half mile of Highway 101) to minimize traffic on City streets. Do not allow region-serving uses in residential neighborhoods.	**Consistent:** The project proposal does not include a region-serving retail outlet such as a major department store, but instead concentrates providing a mix of commercial spaces and preserving historic structures in conformance with the *Railroad Square Plan* to assist in furthering Railroad Square as a specialty historic shopping center.
Policy LUL-L-2: Require that outdoor storage areas be screened from any public right-or-way.	**Consistent:** Refer to the discussion above regarding project design under Policy LUL-C-10.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Urban Design Element	
Policy UD-A-2: Strengthen and emphasize community focal points, visual landmarks, and features that contribute to the identity of Santa Rosa using design concepts and standards implemented through the Zoning Code, Design Review Guidelines, City Entries Policy, Preservation District Plans, Scenic Roads policies, and Area Plans.	**Consistent:** Refer to the discussion above regarding project design under Policy LUL-C-10.
Policy UD-A-5: Require superior site and architectural design of new development projects, to improve visual quality in the city.	**Consistent:** Refer to the discussion above regarding project design under Policy LUL-C-10.
Policy UD-B-2: Encourage, promote, and assist in the development of housing units within downtown for a mix of income levels and housing types, including integrating housing into existing buildings as mixed use.	**Consistent:** A mixed use development that includes up to 280 residential units and up to 230,000 gross square feet of commercial space together with the necessary parking, circulation and public landscape/open space features under General Plan buildout is proposed for the project. As a redevelopment project, the project, the project would comply with the low and moderate income requirements as set forth in Community Redevelopment Law. The Redevelopment Agency would be required to assure that a certain percentages of housing units developed within the redevelopment project are affordable to persons and families of low and moderate income (also known as the "Inclusionary Housing Obligation"). The Inclusionary Housing Obligation requires that at least 30 percent of all new or substantially rehabilitated dwelling units developed by an agency, and 15 percent of all new or substantially rehabilitated dwelling units developed within a project area by persons or entities other than the agency, be made available at affordable housing costs to persons and families of low or moderate income.
Policy UD-B-4: Respect and relate the scale and character of development at the edges of downtown to the surrounding Preservation Districts.	**Consistent:** Recognizing the low development profile of structures within the Railroad Square area with buildings one to four stories in height, a height limit of five stories is established in the project proposal to avoid discrepancies in building height, bulk and mass as compared to existing structures in the adjoining neighborhoods. See also the discussion under Policy LUL-C-10 regarding the City's Design Guidelines. Also, project design would need to go through Design Review by the City in accordance with Mitigation Measure 3.5-1 to ensure neighborhood compatibility.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy UD-B-5: Promote street life in the downtown through attractive building designs with street level activity and façade windows, public art, trees, fountains, and other landscaping elements that are pedestrian friendly. Discourage blank parking garage or office block frontage. Implement this policy through development review and the City's Capital Improvement Program.	**Consistent:** Refer to the discussion under Policy LUL-C-10 regarding the City's Design Guidelines. Also, project design would need to go through Design Review by the City in accordance with Mitigation Measure 3.5-1 to ensure achieving the elements as stated under Policy UD-B-5.
Policy UD-B-6: Require design review for all new structures and alterations to existing structures within downtown.	**Consistent:** Refer to the discussion under Policy LUL-C-10 regarding the City's Design Guidelines. Also, project design would need to go through the Design Review process by the City in accordance with Mitigation Measure 3.5-1. Mitigation Measure 3.9-2 addresses alterations to historic structures and their preservation.
Policy UD-B-8: Orient buildings along Santa Rosa Creek within downtown toward the creek to enhance pedestrian and bicycle activity.	**Consistent:** Refer to the discussion under Policy LUL-C-10 regarding the City's Design Guidelines. Also, project design would need to go through Design Review by the City in accordance with Mitigation Measure 3.5-1 to ensure achieving the elements as stated under Policy UD-B-8.
Policy UD-E-1: Provide for new open space opportunities throughout the city, especially in neighborhoods that have less access to open spaces.	**Planning/Design Policy Issue:** The configuration and amount of civic open space as suggested in Policy UD-E-1 would be determined during project planning and design phases subject to City Design Review per Mitigation Measure 3.5-1. Coordination between the City and SMART for ultimate use of the SMART parcel would be required in accordance with the *Agreement to Negotiate Exclusively* recently approved by the City and SMART Board, and would need to include all land uses inclusive of civic open space.
Policy UD-E-2: Provide an open space network that is linked by pedestrian and bicycle paths, and that preserves and enhances Santa Rosa's significant visual and natural resources.	**Planning/Design Policy Issue:** Refer to the discussion above under Policy UD-E-1. Sonoma County Regional Parks has been in discussion with SMART and is interested in acquiring a trail easement along APN 010-175-005 on the SMART property immediately south of West 3rd Street to complete the Joe Rodota Trail into downtown Santa Rosa and develop a trailhead parking lot. This would complete a nonmotorized transportation link to Forestville, Graton, Sebastopol and Santa Rosa.
Policy UD-E-4: Enhance pedestrian activity and safety by designing streets, buildings, pathways, and trails to provide a visual connection with public spaces such as parks and Santa Rosa Creek.	**Planning/Design Policy Issue:** Refer to the discussion above under Policy LUL-C-10.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy UD-F-1: Encourage the rehabilitation of older structures in neighborhoods to preserve the City's history and to allow for diversity of architectural styles.	**Consistent:** Mitigation Measure 3.9-2 calls for preserving the historical significance of the existing historic buildings on the project site.
Policy UD-G-1: Establish a defined center – such as a park, school, neighborhood shopping center, or transit stop – at the core of large residential projects.	**Consistent:** The project proposes the development of up to 280 residential units at a proposed rail transit depot. Coordination between the City and SMART for ultimate use of the SMART parcel would be required in accordance with the *Agreement to Negotiate Exclusively* recently approved by the City and SMART Board.
Policy UD-G- 2: Locate higher density residential uses adjacent to transit facilities, shopping, and employment centers, and link these areas with bicycle and pedestrian paths.	**Planning/Design Policy Issue:** Refer to the discussions above under Policies LUL-C-10 and UD-E-2.
Housing Element	
Policy H-A-1: Ensure adequate sites are available for development of a variety of housing types for all income levels, including single and multi-family units, mobile homes, transitional housing, and homeless shelters.	**Consistent:** This policy appears to apply to housing development on a Citywide basis. For the project site, the residential land use category includes residential unit types of higher densities that would take advantage of close proximity to the downtown area, public transit and local shopping opportunities and include single-family attached units (condominiums), multi-family (rental) units and live/work units. Refer to the discussion under Policy UD-B-2 regarding the Inclusionary Housing Obligation for families of low or moderate income.
Policy H-A-4: Pursue the goal of meeting Santa Rosa's housing needs through increased densities, when consistent with preservation of existing neighborhoods.	**Consistent:** Refer to the discussion above under Policy H-A-1. See also the discussion under Policy LUL-C-10 regarding design review and neighborhood compatibility.
Policy H-C-1: Implement the Housing Allocation Plan, the City's inclusionary program, to increase the number of affordable units in Santa Rosa, both on the site through new developments of 15 or more acres and through collection of in lieu fees and subsequent development of affordable units.	**Consistent:** As a redevelopment project, the project would be required to comply with California Redevelopment Law regarding the provision of lower cost housing. Refer to the discussion under Policy UD-B-2 regarding the Inclusionary Housing Obligation for families of low or moderate income.
Policy H-C-6: Encourage production of residential units downtown.	**Consistent**: The project proposes up to 280 residential units and up to 230,000 gross square feet of commercial space together with the necessary parking, circulation and public landscape/open space features under General Plan buildout.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy H-C-9: Continue commitment of Redevelopment Area increment to affordable housing programs. Utilize the Redevelopment Low and Moderate Income Housing Fund for affordable housing targeting Very Low, Low and Moderate Income households.	**Consistent.** As a redevelopment project, the project would be required to comply with California Redevelopment Law regarding the provision of lower cost housing. Refer to the discussion under Policy UD-B-2 regarding the Inclusionary Housing Obligation for families of low or moderate income.
Transportation Element	
Policy T-A-3: Cooperate with Cal Trans and public transit providers to establish park-and-ride lots.	**Planning/Design Policy Issue:** No commitment has been made to establish a park-and-ride lot on the project site. This issue would be expected to arise during project site land use planning and design as the City continues to negotiate with SMART on use of the SMART parcel for public rail transit and related site planning and design issues for the remainder of the project site. The project as defined is considered flexible in that a parking structure(s) may be provided on the site in building envelopes up to five stories in height unless determined otherwise in the planning and design process.
Policy T-A-4: Pursue cooperation between local and regional transportation agencies to coordinate multi-modal connections throughout the City.	**Consistent:** Coordination between the City and SMART for ultimate use of the SMART parcel for furthering the objectives of public transit would be required in accordance with the *Agreement to Negotiate Exclusively* recently approved by the City and SMART Board. The design of bus pullouts for transferring transit patrons would conform to the City's Department of Parking and Transit standard design specifications for bus pullouts as outlined in this EIR.
Goal T-D: Maintain acceptable traffic flows. **Policy T-D-1:** Maintain a Level of Service (LOS) D or better along all major corridors. Exceptions to meeting the standard include: within downtown; where attainment would ensure loss of an area's unique character.	**Consistent with Mitigation:** Mitigation measures are established to maintain acceptable traffic flows (see Section 3.4 of this EIR, *Traffic and Circulation*). For informational purposes, the analysis addresses intersection service levels rather than corridor service levels because of the project location in the downtown.
Policy T-D-3: Require traffic studies for development projects that may have a substantial impact on the circulation system.	**Consistent:** This EIR contains a traffic study for the project and in included as Section 3.4, *Traffic and Circulation*.
Policy T-D-4: Monitor regional/arterial street LOS at regular intervals to determine if the LOS goal is being met, and provide information needed to maintain a calibrated citywide traffic model.	**Consistent:** The City of Santa Rosa maintains regular Time and Delay data collection to analyze LOS at regular intervals to determine if the LOS goal is met and to provide information to maintain the traffic model.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy T-E-2: Require development projects to pay a fair share of costs for transportation system improvements.	**Consistent:** Local infrastructure improvements would be financed through redevelopment programs established for the Transit-Oriented Redevelopment project.
Policy T-H-3: Require new development to provide transit improvements, where a rough proportionality to demand from the project is established. Transit improvements may include direct and paved pedestrian access to transit stops, bus turnouts and shelters; and lane width to accommodate buses.	**Consistent:** Refer to the discussions above under Policies T-A-3, T-A-4 and T-E-2.
Policy T-H-4: Coordinate transit services and transfers between the various transit operators serving Santa Rosa.	**Consistent:** Refer to the discussion above under Policy T-A-4.
Policy T-H-6: Provide full access to transit services for all persons, including children, the elderly and those with disabilities.	**Consistent:** Refer to the discussion above under Policy T-A-4.
Goal T-I: Support implementation of rail service along the Northwest Pacific Railroad. **Policy T-I-1:** Support efforts to implement rail service along the NWPRR. **Policy T-I-2:** Preserve options for future rail stations along the NWPRR corridor by zoning land in proximity to the potential station sites for higher residential densities and/or mixed use development.	**Consistent**: SMART staff recommended that the SMART Board approve an *Agreement to Negotiate Exclusively* with the City of Santa Rosa for a short and long term lease for development of the SMART portion of the project site. The short term lease gives the City oversight of the site to provide for City events and parking to generate revenue and eliminate blighted conditions. The long term lease allows the City or Redevelopment Agency to provide for the lease and development of a portion of the SMART parcel "to be developed with a mixed use project". It was noted that SMART would enter into a Joint Development Agreement with the City to serve as the lead agency and solicit development proposals on the station site. The City and SMART would complete contractual agreements on revenue sharing and associated financial agreements for joint development and the City would implement an agreed-upon schedule to initiate the solicitation process for development of the site. Certain principles to be incorporated into the process being negotiated included that the overriding goal of the SMART Board is for all development proposed on the station site meet the goals of generating ridership and revenue to support rail transit operations. The Board approved the recommendation to adopt the *Agreement* at its meeting of November 12, 2003, and the *Agreement* was subsequently approved by the Santa Rosa City Council on November 25, 2003.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Public Services and Facilities Element	
Goal PSF-E: Provide fire and police services that ensure the safety of the community.	This goal and policy pertains to the City as a whole. In the EIR discussion of *Public Services* (Section 3.6), it was explained that in 2001, the Santa Rosa Fire Department responded to a seven percent increase in emergency incidents over the previous year, and a 75 percent increase over the last 10 years and the Department is currently unable to meet the General Plan response time goals. Also, established police protection services response time goals are not currently being met, and average response times for each class of calls for service have been increasing, rather than decreasing over the past several years.
Policy PSF-E-1: Provide for citizen safety through expedient response to emergency calls. The fire response goal is 4 minutes to 80 percent of emergency calls, 5 minutes to 90 percent of emergency calls, and 6 minutes or less to all emergency calls. The police response goal is 6 minutes for emergency calls, 14 minutes for urgent calls and 32 minutes for routine calls.	It was noted that the project would contribute to the collective increase in response time delays, further reducing services below accepted or current standards. Therefore, assuming no concomitant increase in services would be provided relative to the project's increased demand for police and fire protection services, the project could adversely affect the various services provided by the Santa Rosa Police and Fire Departments. This was listed as a significant and unavoidable impact.
Policy PSF-G-2: Maintain existing levels of wastewater service by preserving and improving infrastructure, including replacing sewer mains as necessary.	**Consistent:** Infrastructure would be provided as needed to support new development on the project site. It was determined that wastewater generated by the project would be able to be treated and disposed of in accordance with existing and planned procedures.
Policy PSF-H-3: Expand recycling efforts in multifamily residential and commercial projects, and continue to encourage recycling by all residents.	**Consistent:** No adverse impacts on the providers of solid waste collection and disposal services were determined for the project. Recycling programs would be maintained and enhanced through existing regulations.
Policy PSF-H-4: Require provision of attractive, convenient recycling bins and trash enclosures in residential and non-residential development.	**Planning/Design Policy Issue:** Refer to the discussion under Policies LUL-C-10 and PSF-H-3 above.
Policy PSF-I-1: Require dedication, improvement and maintenance of stormwater flow and retention areas as a condition of approval.	**Consistent with Mitigation:** Mitigation Measure 3.11-1 requires that stormwater generated by impervious surfaces be detained or rerouted so that the rate of stormwater leaving the site is equal to or less than existing conditions. Consultation with the Sonoma County Water Agency should also occur to verify that the project is in compliance with the *Agency's Flood Control Design Criteria* and that the entire project site is covered by a master drainage plan documenting there is sufficient capacity within the existing and planned storm drain systems to ensure stormwater generated from the project site area would be accommodated by the receiving infrastructure.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy PSF-I-3: Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity and protect water quality.	**Consistent with Mitigation:** Mitigation measures are established in EIR Section 3.11, *Hydrology and Water Quality*, to establish erosion and sedimentation control, the maintenance of drainage capacity and the protection of water quality.
Policy PSF-I-6: Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.	**Consistent.** Any project involving grading of an area greater than one acre is required to apply for National pollution Discharge Elimination System certification from the Regional Water Quality Control Board (RWQCB). This certification requires the developer to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). A Best Management Practices (BMP) Program, as required by the RWQCB, would be prepared as part of the SWPPP. The SWPPP would be required to include plans for construction and post-construction stormwater management programs aimed at reducing nonpoint source pollution (see Mitigation Measure 3.11-2).
Open Space and Conservation Element	
Goal OSC-E: Conserve significant vegetation and trees.	**Consistent with Mitigation:** The project site contains eight trees including seven street trees and one potential Heritage tree that are recommended for preservation as described in Section 3.12, *Biological Resources*.
Policy OSC-G-1: Review all new construction projects and require dust abatement actions as contained in the CEQA Handbook of the Bay Area Air Quality Management District.	**Consistent with Mitigation.** Mitigation measures are established in Section 3.13 of this EIR, *Air Quality*, to control dust emissions during construction. Bay Air Quality Management District requirements regarding dust abatement are included.
Growth Management Element	
Goal GM-B: Program infrastructure improvements to keep pace with new residential growth, and ensure that such growth incorporates affordable housing provisions and is balanced with conservation of resources.	**Consistent:** Utilities (infrastructure) would be required to be installed prior to project development within the project site area. No significant unavoidable impacts with respect to the provision of utilities are identified for the project (see Section 3.7 of this SEIR, *Utilities*). See also the discussion under Policy UD-B-2 regarding the provision of affordable housing.
Policy GM-B-4: Direct growth to areas where services and infrastructure can be provided efficiently.	**Consistent:** Implementation of the redevelopment project as an urban infill project would advance the objectives of the City to promote and facilitate growth within the Urban Growth Boundary that would minimize the cost and extent of providing infrastructure services by producing a more compact and efficient pattern of development. This in turn would limit the potential for urban sprawl by focusing growth in an urban area and help to slow the rate at which agricultural lands, open space and areas of habitat value outside the Urban Growth Boundary may be converted to urban development.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Economic Vitality Element	
Goal EV-B: Provide sufficient land for business expansion and attraction of new employers that utilize the City's existing labor pool.	**Consistent:** The project, as a redevelopment project, is intended to contribute to a more integrated downtown, placing residents and workers in closer proximity to a variety of employment opportunities and business expansion, thus reducing pressures for out-commuting use of the single-occupant automobile.
Policy EV-D-3: Focus office development within downtown. Encourage business services to locate within downtown to support professional and administrative office uses.	**Consistent:** The Transit-Oriented Redevelopment project proposes the construction of up to 230,000 gross square feet of commercial space, inclusive of office space, in the downtown Railroad Square. See also the discussion above under Policy EV-B.
Historic Preservation Element	
Policy HP-A-3: If cultural resources are encountered during grading, avoid altering the materials and their context until a qualified cultural resource consultant has evaluated the situation, and recorded identified cultural resources.	**Consistent with Mitigation:** Mitigation Measure 3.9-1 in Section 3.9, *Cultural Resources*, calls for the treatment of cultural resources as expressed in Policy HP-A-3.
Policy HP-B-1: Ensure that alterations to historic buildings and their surrounding settings are compatible with the character of the structure and the neighborhood. Ensure that specific rehabilitation projects follow the Secretary of Interior's Standards for Rehabilitation to a reasonable extent, taking into consideration economic and technical feasibility.	**Consistent with Mitigation:** Mitigation Measure 3.9-2 in Section 3.9, *Cultural Resources*, calls for the treatment of historic resources as express in Policy HP-B-1.
Policy HP-B-2: Preserve significant historic structures. Consider various alternatives to demolition of these structures, including the adaptive reuse of historic buildings for contemporary uses.	**Consistent with Mitigation:** Mitigation Measure 3.9-2 in Section 3.9, *Cultural Resources*, calls for the treatment of historic resources as express in Policy HP-B-2.
Noise and Safety Element	
Goal NS-B: Maintain an acceptable community noise level to protect the health and comfort of people living, working and/or visiting in Santa Rosa, while maintaining a visually-appealing community.	**Consistent with Mitigation:** Mitigation measures to maintain acceptable community noise standards are as provided in Section 3.14 of this EIR, *Noise*. See also discussion above under Policy LUL-C-10 regarding maintaining a visually-appealing community.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy NS-B-1: Do not locate noise-sensitive uses in proximity to major noise sources.	**Consistent with Mitigation:** Section 3.14 of this EIR, *Noise*, contains mitigation measures to minimize noise intrusion at new residences within the Transit-Oriented Redevelopment project site area. This includes the location of residences and conformance with Title 24 of the California Code of Regulations.
Policy NS-B-3: Prevent new stationary and transportation noise sources from creating a nuisance in existing developed areas. Use a comprehensive program of noise prevention through planning and mitigation, and consider noise impacts as a crucial factor in project approval. The Land Use Compatibility Standards specify normally acceptable levels for community noise in various land use areas.	**Consistent with Mitigation:** A noise analysis is provided in Section 3.14 of this EIR, *Noise*. Land Use Compatibility Standards as noted in Policy NS-B-3 are referenced and discussed with respect to the project. The mitigation of construction noise on existing residents is specified.
Policy NS-C-2: Require comprehensive geotechnical investigations prior to development approval, where applicable. Investigations should include evaluation of landslide risk, liquefaction potential, settlement, seismically-induced landsliding, or weak and expansive soils.	**Consistent with Mitigation.** Section 3.10 of this EIR, *Soils, Geology and Seismicity*, outlines the necessary geotechnical investigations required for site development, and Building Code requirements to ensure the safety of individuals and property.
Policy NS-C-3: Restrict development from areas where people might be adversely affected by known natural or manmade geologic hazards. Hazards might include unstable slopes, liquefiable soils, expansive soils or weak poorly engineered fills, as determined by a California registered geologist or engineer.	**Consistent with Mitigation.** Refer to the discussion above under Noise and Safety Policy NS-C-2. Potential hazards within the project site area are described in Section 3.10 of this EIR, *Soils, Geology and Seismicity*. The use of registered professionals in project soils and seismic design is included in the mitigation measures established for project area development.
Goal NS-D: Minimize hazards associated with storm flooding.	**Consistent with Mitigation.** Mitigation Measure 3.11-1 requires that stormwater generated by impervious surfaces be detained or routed so that the rate of stormwater leaving the site is equal to or less than existing conditions. Refer to the discussion above Public Services and Facilities Policy PSF-1-1 regarding a master drainage plan for the project site.
Policy NS-D-3: Require that new developments incorporate features into site drainage plans that would reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include additional landscape areas, parking lots with bio-infiltration systems, permeable paving designs, and stormwater detention basins.	**Consistent with Mitigation.** Refer to the discussion above under Public Services and Facilities Policy PSF-1-1. Section 3.11 of this EIR, *Hydrology and Water Quality*, contains mitigation measures to reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

Table 3.1-1 (Continued)
Consistency Analysis of the Transit-Oriented Redevelopment Project with the Relevant Provisions of the Santa Rosa 2020 General Plan

Goals and Policies ⬇	Consistency Analysis ⬇
Policy NS-E-1: Require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater.	**Consistent:** Hazardous materials cleanup activities are currently underway on the project site. This subject is discussed in EIR Section 3.8, *Hazardous Materials*.
Art and Culture Element	
Goal AC-A: Develop places for art activities to take place. **Policy AC-A-1:** Support the development of centrally located multipurpose facilities to house visual and performing arts activities, such as exhibition, studio/class, performance and theater/lecture space. **Policy AC-A-2:** Develop outdoor locations that encourage cultural events for the enjoyment of the citizens as well as attract tourism. **Policy AC-A-4:** Increase public art throughout Santa Rosa. Encourage the placement of art in locations that are interactive and accessible to the public and entryways into the City.	**Planning/Design Policy Issue:** Places for art activities, exhibition space, theatre space and related cultural elements have not yet been factored into the project. The inclusion of a performing arts center, theatre or public art in the project would be a policy direction on the part of the City. The option of a performing arts center had not been seriously considered at the time of preparing this EIR, and a performing arts center is not ruled out for consideration. Refer also to the discussion under Policies LUL-C-10 and T-I-2 regarding Design Review and project planning and design.

Endnotes - Relationship to Plans and Planning Policy.

1 Santa Rosa 2020: General Plan, adopted by the City Council on June 18, 2002.

3.2 LAND USE

Introduction

This section of the EIR discusses land uses that occur within and adjacent to the redevelopment project site and Railroad Square Historic District in the downtown area. The potential for land use incompatibilities with respect to implementing the Transit-Oriented Redevelopment project is examined, as well as the potential for avoiding the disruption of existing land uses as a result of the project. It is recognized that long-term disturbances that would diminish the quality of a particular land use or community characteristic would be considered potentially significant. Incompatibilities in land use through the redevelopment of currently underutilized parcels in an established urban environment may also create land use conflicts through changes in air quality, noise, traffic, public services, water quality and visual quality as documented in other technical sections of this EIR.

Setting

The Transit-Oriented Redevelopment Project is located in downtown Santa Rosa, west of the elevated portion of U.S. 101 that proceeds north/south through the downtown area. Most of the project site is located within the western portion of the Railroad Square Historic District as previously noted. The West 3rd Street right-of-way separates an approximate 1.5-acre portion of the project site from the remainder of the site and is located outside the Historic District boundary (see Section 2, *Project Description* for further information).

The project site falls within one of Santa Rosa's six Historic Preservation Districts, which encourage the preservation of historic structures, as well as their surrounding setting in areas of new development and redevelopment. The history of the area evolved with the growth of the railroad freight business from existing and rapidly developing local industries. A number of industries were concentrated along 4th Street in the project area, including tanneries, breweries, woolen mills, flour mills, wineries and canneries. It was during this rapid expansion of the railroads, from about 1870 to 1936, that Santa Rosa became a service center for Sonoma County. Businesses, factories and hotels sprang up around Railroad Square in close proximity to the railroad. The present Northwestern Pacific Railroad Depot was constructed on the site of an earlier two-story wood-frame depot. Railroad Square was laid out on the Wilson Street side of the depot, and trees were planted along the perimeter.

Land uses surrounding the project site include residential, light commercial, and retail development, as well as a few small, undeveloped plots. Notably, the West End Preservation District is located immediately north from the project site, and multi- and single-family residential uses predominate northwest of the project site and along West 6th and 7th Streets eastward to the Northwestern Pacific Railroad right-of-way. The Old Town area lies east of the site and the railroad tracks, and is comprised mainly of retail and light commercial establishments such as the historic Hotel La Rose, restaurants, and various antique shops and a home appliance and kitchen center. The historic railroad depot now hosts the Santa Rosa Convention and Visitors Bureau.

Further east of the project site about a half mile on the east side of the elevated Highway 101 structure lies the heart of downtown Santa Rosa, which, together with the nearby Santa Rosa Junior College (JC) area, holds approximately one-quarter of the 16.5 million square feet of commercial/office space within the City's urban growth boundary. The City is currently studying alternatives to the possible reconfiguration of Old Courthouse Square to improve traffic and pedestrian circulation, and enhance the Square as a civic space. The City is also investigating the feasibility of "form zoning" (building height and massing), for any future buildings that may be constructed in the downtown area, for which there is no policy direction at this time. No known new construction is planned in the immediate project area.

Land uses immediately south of the project site, south of West 3rd Street, include the recently completed Vineyard Creek hotel and Courtyard Marriott hotel fronting Railroad Street, with Olive Park and the Olive Park residential neighborhood located immediately south of the hotel properties, south of Santa Rosa Creek.

A bicycle path has recently been completed on the north side of Santa Rosa Creek that borders the west and south margins of the project site, extending from Railroad Street to Pierson Street. This three-phase Santa Rosa Creek Prince Memorial Greenway project is part of a much larger trail and Creek improvement plan that, when completed, will connect the recreation and open space areas of Annadel State Park and Spring Lake Regional Park to the Laguna de Santa Rosa. Commercial development lies between the Creek and Pierson Street.

For applicable land use policies and regulations pertaining to land use, refer to the discussion regarding the *Railroad Square Plan* in Section 2, *Project Description*, subtitle 2.2, *Background and Project Origination*, and Section 3.1, *Relationship to Plans and Planning Policy*.

Impacts and Mitigation Measures

Standards of Significance

The evaluation of land use impacts normally includes identifying the impacts of changes in the type and intensity of land uses and the compatibility of those changes with existing or planned adjacent uses. A significant impact is identified when a proposed change in type or intensity of land uses is not compatible with existing or approved land uses on or adjacent to a project site. A significant impact is also identified where a project would contribute to cumulative adverse land use changes resulting from development of a proposed project and other approved, proposed and planned projects in the vicinity which would result in substantial changes to the land use pattern in the vicinity.

With respect to incompatible land uses, of particular concern are situations that could result where sensitive land uses (i.e., schools, child care facilities, senior housing developments etc.), could be adversely affected.

For this EIR, a project would normally have a significant adverse land use impact if it would:

- Conflict with any applicable land use plan, policy, or regulation (i.e., General Plan, Area Plan, Zoning Ordinance) of the local jurisdiction, or create the potential for incompatible land uses.
- Adversely divide or disrupt the configuration or physical arrangement of an established community.
- Result in substantial, adverse changes to the type or intensity of an existing land use of area-wide importance.

Project Evaluation

As outlined in Section 2, *Project Description*, the objective of the Transit-Oriented Redevelopment project is to assist in enabling the redevelopment and revitalization of a portion of the downtown area that includes the western portion of Railroad Square that has remained vacant and underutilized for many years. Land use actions are being developed with the intent to ensure that redevelopment and revitalization are financially feasible; traffic, circulation and parking conditions are improved; the Railroad Square Historic District is strengthened in its cultural significance within the downtown area; and the project site redeveloped with development that is pedestrian and transit friendly, and that includes higher density commercial, office and residential uses with public places for cultural recreational activities. It is intended that site development be accomplished in coordination with the goals and objectives of SMART to develop a viable transit hub in the downtown area.

Implementation of the Transit-Oriented Redevelopment project is intended to remove vacant, underutilized parcels in the area and create developable sites in order to stimulate economic activity and assist in revitalizing the project area including the western portion of the Railroad Square Historic District as envisioned in the *Railroad Square Plan*. Public improvements to be added or enhanced are intended to eliminate infrastructure deficiencies, while other programs to be developed are intended to address underutilized properties with public facilities that would attract additional visitors to the area and facilitate public transit.

Without implementation of the Transit-Oriented Redevelopment Project, the City believes that the project area would remain underutilized, and in particular, the designated project site west of the Northwestern Pacific Railroad tracks would remain economically stagnant and blighted into the future, and the community would not receive the benefit of the cultural, transit, shopping, employment, housing and recreation opportunities provided by the redevelopment project as proposed.

The Redevelopment Agency's redevelopment programs are conceptual in nature at this point in time in order to provide the capability to respond to changes in public and private sector interests in the redevelopment project area as planning for the project progresses. Similarly, the land use concept as described in this EIR is conceptual in nature coinciding with the conceptual nature of the redevelopment project programs.

The Transit-Oriented Redevelopment project must conform to and meet the goals and objectives of the Santa Rosa 2020 General Plan. In addition, the *Railroad Square Plan* comprises the local land use zoning for the project site that the project is to follow. Therefore, the project would not generate any

significant land use impacts because it would not conflict with any land use plan, policy, or regulation of the City of Santa Rosa, nor would it adversely divide or disrupt the configuration or physical arrangement of an established community or result in substantial, adverse changes to the type or intensity of an existing land use of area-wide importance. The project would meet the City's objectives of assisting in revitalizing the Railroad Square Historic District. While the project would increase the land use intensity of now-vacant land parcels with development of high-density commercial, office, and residential uses, the proposal to do so would be consistent with community goals and objectives embodied in relevant planning documents and would be consistent with the City's design review process (see Section 3.5, *Visual Quality and Community Character* regarding site planning and design review), and no significant land use impacts are identified for the project.

Cumulative Impacts

Other current studies and projects respecting the downtown include the possible reconfiguration of Old Courthouse Square, "form zoning" and construction of the Santa Rosa Creek Prince Memorial Greenway. No other significant projects that would comprise a substantial change in land use are currently known as proposed for construction in the downtown, and no significant land use impacts in a cumulative development context have been identified.

3.3 POPULATION, EMPLOYMENT AND HOUSING

Introduction

This section examines existing and projected population, employment and housing characteristics of the Transit-Oriented Redevelopment project area and its environs, and evaluates if changes in these characteristics resulting from project implementation would either displace a substantial number of housing units or people, necessitating construction of new or replacement housing. The proposed project would represent site development at its maximum potential under the General Plan, as described in Section 2, *Project Description*.

Setting[1]

Population

The 2000 U.S. Census estimated Santa Rosa's population at nearly 147,600 within the City limits, an area of approximately 40 square miles. In 1990, Santa Rosa voters approved a five-year urban growth boundary (UGB); and in 1996, a 20-year UGB was established, encompassing an area of approximately 45 square miles in which future development and population growth would occur through 2016. In 2000, the Santa Rosa 2020: General Plan estimated a total population within the UGB of 158,600.

Between 1980 and 2000 Santa Rosa had an annual growth rate of about 2.8 percent. According to the Association of Bay Area Governments (ABAG), the population of Santa Rosa is expected to reach about 200,600 by the year 2020. The Santa Rosa 2020: General Plan estimates that, based on its land use designations in combination with growth management policies, the City's population in 2020 will reach about 195,300.

The Transit-Oriented Redevelopment project site comprises an underdeveloped portion of downtown Santa Rosa, with no existing residential population. There are no known significant business operations functioning on the project site and therefore no substantial permanent daily onsite employment population.

Employment

The City of Santa Rosa has evolved into the commercial, financial, medical and industrial center of the North Bay, and it is the largest city between San Francisco and Eugene, Oregon. In 2000 there were about 110,000 jobs in Santa Rosa and about 83,900 employed residents. It should be noted, however, that not all employed residents worked within the city limits of Santa Rosa, nor were all jobs in Santa Rosa occupied by local residents; the concepts of a jobs/housing balance and a jobs/employed residents balance, and their relevance to the proposed project, are discussed later in this section.[2]

ABAG projects local employment increasing to 153,700 by 2020, while the Santa Rosa 2020: General Plan projects employment in 2020 at about 139,400.

Housing

The average number of households in Santa Rosa increased from about 40,400 in 1980 to 59,700 in 2000, an increase of about 2.4 percent annually. Because average household size increased to about 2.57 persons-per-household over that period, the rate of household formation was less than the rate of population growth. Average household size is expected to decrease steadily through the year 2020 to about 2.48 persons-per-household, and Santa Rosa is projected to contain a total of 78,000 households in 2020. In 2000, the majority of households in Santa Rosa were married couple families.

While household incomes have risen steadily over the last 20 years, they have not kept pace with the rapidly escalating costs of housing. In 2000, the mean household income in Sonoma County was estimated at $61,800. Federal regulations and guidelines define the maximum annual amount that each household can feasibly spend on housing costs (e.g., mortgage, rent, utilities) as 30 percent of gross household income.

The income categories[3], as defined by the State Department of Housing and Community Development include:

- Very Low: Households with income less than 50 percent of the county's area median income;
- Low: Households with incomes between 50 and 80 percent of the county's area median income;
- Moderate: Households with incomes between 80 and 120 percent of the county's area median income; and
- Above Moderate: Households with income above 120 percent of the county's area median income.

Functions of the Redevelopment Agency include providing affordable housing assistance, revitalizing blighted and economically disadvantaged areas of the City, and implementing related redevelopment programs and activities in accordance with California Redevelopment Law. The City currently receives 20 percent of tax increment funds from three redevelopment areas: Santa Rosa Center, Roseland and Southwest.

The City of Santa Rosa funds a variety of inclusionary housing programs with assistance from state and federal agencies. As reported in the Consolidated Annual Performance and Evaluation Report (CAPER, January 2003), Santa Rosa has made good progress toward its affordable housing goals. The Summary of the CAPER noted that "changes in tax credit financing regulations have required a need for more local money in each new rental project. Resources and services continue to be stretched thin with the City Council's desire to achieve the new Affordable Housing production goals established by the Association of Bay Area Governments (ABAG). This goal has more than doubled the City's affordable housing production effort from 150 to 380 units annually. There were no changes in the

program objectives as originally outlined. Santa Rosa pursued available resources and encouraged local non-profits to assist in meeting the community's goals."

Impacts and Mitigation Measures

Standards of Significance

In terms of Population, Employment and Housing, a project would normally have a significant impact if it would:

- Induce a substantial population growth in an area, either directly or indirectly.
- Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people, necessitating the construction of replacement housing units elsewhere.

As noted above, there is no housing on the project site and development under the Transit-Oriented Redevelopment project would not displace existing housing units or people, and no construction of replacement housing would be required. As described in Section 2 of this EIR, Project Description, the Transit-Oriented Redevelopment project would represent full build-out of the project area pursuant to the Santa Rosa 2020: General Plan. This would include the development of up to 280 residential units and up to 230,000 gross square feet of commercial space. More specifically, the residential use category would include high-density residential units that could take advantage of close proximity to the downtown area and public transit, including attached units (condominiums), multi-family (rental) units, and live/work units. The residential component of the project would represent about 0.004 percent of all housing in Santa Rosa in 2020. Project development would be subject to the schedule of housing units allowed to be constructed annually in future years, contained in the Growth Management Element of the Santa Rosa 2020: General Plan (Table 8-2) and the corresponding Growth Management Ordinance.

As noted above, the Santa Rosa 2020: General Plan assumed an average household size of 2.57 persons-per-household, based on the 2000 U.S. Census. With 280 dwelling units envisioned under the proposed plan, the project would have a residential population of about 720, or 0.0037 percent of the projected 2020 city population which would not be a significant population increase. It is expected that future residents would include both existing residents of Santa Rosa (relocating from existing housing elsewhere in the City), and new residents moving to Santa Rosa from nearby communities in the North Bay and the greater Bay Area. The diverse mix of housing unit types proposed under the project, in combination with the project's location in the downtown area and other factors, would likely draw a diverse population to the site.

The project would comply with the low and moderate income requirements as set forth in Community Redevelopment Law. The Redevelopment Agency would be required to assure that a certain percentages of housing units developed within the redevelopment project are affordable to persons and families of low and moderate income (also known as the "Inclusionary Housing Obligation"). The

Inclusionary Housing Obligation requires that at least 30 percent of all new or substantially rehabilitated dwelling units developed by an agency, and 15 percent of all new or substantially rehabilitated dwelling units developed within a project area by persons or entities other than the agency, be made available at affordable housing costs to persons and families of low or moderate income. The project would meet this obligation.

The General Plan has assumed an average commercial density of 300 square feet per employee, and this figure has been used to characterize potential future businesses within the Transit-Oriented Redevelopment project. Consequently, with full build-out of the project site (230,000 gross square feet of commercial space), the proposed project would accommodate about 767 workers on the project site. The actual number of employees within the Transit-Oriented Redevelopment project would depend on the types of businesses that might operate there as the site is developed. In addition, whether these businesses would be new to Santa Rosa or relocate or expand from other existing locations would affect the relatively small net change in employment and housing demand that would result from project implementation. Therefore, it would be too speculative to assign wage values to new jobs associated with the commercial component of the project, nor would such information be relevant to the assessment of potential environmental effects resulting from project implementation.

The exact size or nature of the businesses that would fill its commercial space or precise mix of types of housing units that would be developed under the project is currently not known and cannot be known at this time because the project plan for development as presented in this EIR is conceptual in nature, structured to the maximum development profile for commercial use and housing that can reasonably be expected under the General Plan designation for the site as Retail and Business Services. For this reason, it is not possible to precisely characterize the potential effects to be expected of the project on the jobs/housing balance or the jobs/employed residents balance in the City of Santa Rosa (i.e., a balance ratio of 1.0 or either more or less than 1.0). Nevertheless, the proposed project includes a number of objectives that would beneficially affect the interrelated issues of jobs, employment and housing.

First, the resulting new residential and commercial development would contribute to a new resident population and more employment opportunities, as well as increased business sales and revenues to the City working as a stimulus for the local economy. Commercial development within the project as proposed would result in a net total increase of about 767 jobs in the City of Santa Rosa as noted previously. This increase in jobs would provide more opportunities for persons currently living in the City of Santa Rosa who travel out of the City to work to find employment opportunities in the City. The project would contribute to a more integrated downtown, placing residents in closer proximity to a variety of employment opportunities, thus reducing pressures for out-commuting use of the single-occupant automobile.

Second, the project would increase the supply of housing in the City and provide additional funds to improve and increase the supply of housing for low and moderate income groups within the City, partially addressing the affordability issue and the City's commitment to providing it's share of affordable housing. The provision of affordable housing units within the downtown area could benefit local employees who wish to live within Santa Rosa, but who may otherwise seek affordable housing

outside the City due to the scarcity or perceived scarcity of affordable units. Some of the potential commercial uses within the project would be expected to generate a demand for affordable housing; thus the proximity of affordable housing units to any minimum-wage jobs would reduce the potential for a jobs/housing imbalance, with potential secondary benefits related to reductions in potential traffic congestion, air quality and noise impacts.

Third, the proposed project would represent a form of in-fill development, consistent with Smart Growth planning concepts.[4] The inclusion of up to 230,000 Square Feet of retail space combined with up to 280 units of residential use within the project would provide the opportunity for the combination of living, working and shopping in a single location without the need for use of the automobile. The positive effects of mixed use development on the transportation system can be obtained from combinations of this type. Future residents within the Transit-Oriented Redevelopment project could take advantage of their close proximity to goods and services provided in this area and the larger neighborhood, thus increasing the likelihood that alternative modes of transportation (walking, biking, public transit, etc.) could be used instead of the private automobile.

Fourth, the Transit-Oriented Redevelopment project site would take advantage of potential future public transit opportunities, notably those associated with the Sonoma Marin Area Rail Transit Commission (SMART) right-of-way corridor. By co-locating a redevelopment project area and a regional transit station, there are beneficial and synergistic effects related to reduced private vehicle operation, improvements in air quality, noise, and reduced development pressures on outlying (non-core) areas (see also Section 4 of this EIR, *Growth Inducement* for additional information on growth).

In sum, no adverse population, employment or housing impacts are identified for the Transit-Oriented Redevelopment project and no mitigation measures are specifically required.

Endnotes — Population, Employment and Housing

1 Unless otherwise noted, information in this section is derived from the Santa Rosa 2020: General Plan.

2 The Santa Rosa 2020: General Plan defines Jobs/Employed Residents' Balance as follows: "Total jobs divided by total employed residents (i.e., people who live in the area, but may work anywhere). A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute." The General Plan defines Jobs/Housing Balance; Jobs/Housing Ratio as follows: "The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio of greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute."

3 The City of Santa Rosa Housing and Redevelopment Agency adopted new Income Guidelines on August 1, 2003 that provide monthly and annual income levels corresponding to the State's income categories of very low, low, moderate and above moderate incomes.

4 The Urban Land Institute sets forth the following 8 principals of Smart Growth: 1) Preserve and enhance California's quality of life; 2) Create viable and livable communities; 3) Invest in transportation linked to efficient land use; 4) Enhance housing opportunities; 5) Preserve open space, natural resources, and the environment; 6) Preserve farmland; 7) Address growth issues regionally; and 8) Seek solutions at the grass roots.

3.4 TRAFFIC AND CIRCULATION

Introduction

This section of the EIR addresses the potential traffic and circulation impacts of the Transit-Oriented Redevelopment project, including impacts to local intersections, roadway segments, and U.S. Highway 101. Public transit services and bicycle facilities are also considered. Because traffic changes with the project would occur over an area larger than the project site, an area larger than the immediate site surroundings has been included in the traffic analysis. For traffic analysis purposes, the study area is bounded by State Highway 12 on the south, Dutton Avenue (North Dutton Avenue) on the west, West Ninth Street on the north, and U.S. 101 on the east.

Setting

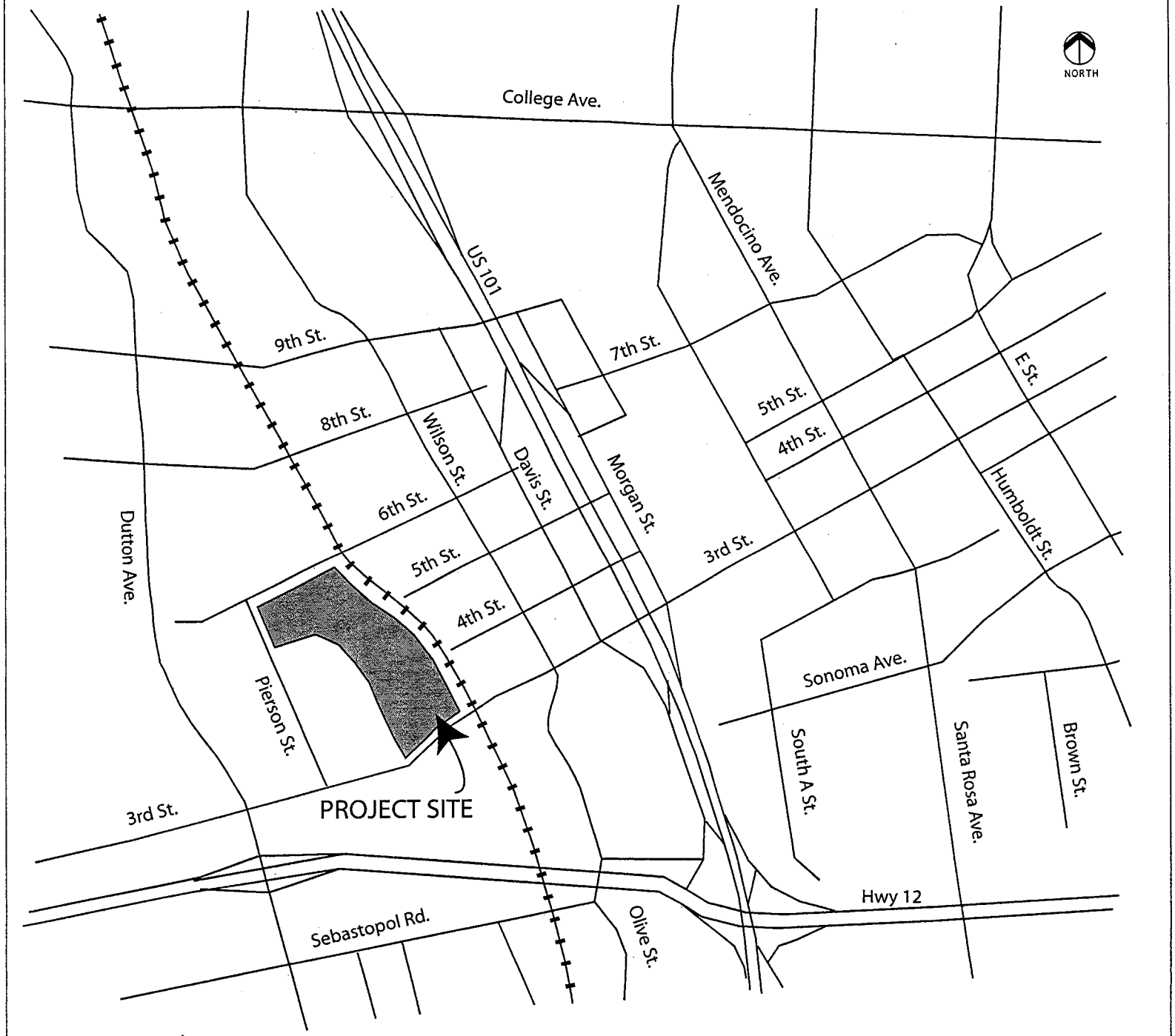
Transportation Network Description and Classification

Street Classifications and Programmed Street Improvements

Streets are classified in the City's current adopted General Plan into one of four categories: highways (including freeways and expressways), regional/arterial streets, transitional/collector streets, or local streets.[1] As shown in Figure 3.4-1, U.S. Highway 101 and State Highway 12 are freeways near the project site. U.S. 101's high occupancy vehicle (HOV) lanes south of Highway 12 operate between 7:00 and 9:00 AM and from 3:00 to 6:30 PM in both directions. Highway 12 is a four-lane freeway in the study area. Streets classified as arterials include Dutton Avenue, West Third Street, Sebastopol Road west of the Northwestern Pacific Railroad tracks (NWPRR), Wilson Street, and West Ninth Street (see Figure 3.4-1). Sebastopol Road (between the NWPRR tracks and Olive Street) is classified as a collector street.

The City's 2003/2004 adopted capital improvement program (CIP) contains several projects within the study area. The CIP proposes spending $6.3 million citywide on transportation improvement projects during the year. The nearby projects include (total project costs are indicated):

- Ninth Street roadbed reconstruction, from Wilson to Morgan (Project #8015). Cost: $758,500.
- West Ninth Street (Dutton to Wilson) widening and roadbed reconstruction to add a center two-way left turn lane and bike lanes (Project #8063). Cost: $2,502,000. This project provides a new east/west arterial street to the downtown.
- Sebastopol Road roadway reconstruction (Dutton to Olive St.). Cost: $2,500,000.
- Improvement of Downtown Pedestrian linkages Phase 2. Project cost: $452,000.
- Santa Rosa Creek bike path (Pierson Street to Railroad Street), 10-foot asphalt multi-use path along the north side of Santa Rosa Creek, including an eight-foot wide concrete undercrossing of the NWPRR tracks. Cost: $943,500.



Transit Oriented Redevelopment Project Area (TORPA) Vicinity Map

Figure 3.4-1

Transit Services

There are a variety of transit services within, or walkable from, the Transit-Oriented Redevelopment project site area. Santa Rosa CityBus offers transit service in the study area along West Third Street, Dutton Avenue, and Sebastopol Road, as shown in Figure 3.4-2. The Santa Rosa Department of Transit and Parking operates CityBus, and routes provide service within the City of Santa Rosa plus some areas immediately adjacent to the City. Most routes converge on the Second Street Transit Mall (between B Street and Santa Rosa Avenue) in the downtown, where connections can be made with other CityBus routes, as well as intercity and inter-regional transit services.

There are five CityBus routes serving the study area.[2] Two routes use West Third Street:

- Route 6 West Third Street
- Route 17 Downtown Coddingtown

Two other routes travel on Third Street to Railroad Street, then turn south:

- Route 9 Sebastopol Road
- Route 12 Roseland

One other route (Route 3 West Ninth Street) uses Morgan Street to Fifth Street to Wilson to West Ninth Street. Most Citybus routes operate every 30 minutes Monday through Friday, between approximately 6:00 AM to 7:30 PM, and every 60 minutes on Saturdays and Sundays. More limited duration of service is provided on Saturdays and Sundays; no Sunday service at all is provided on Route 15.

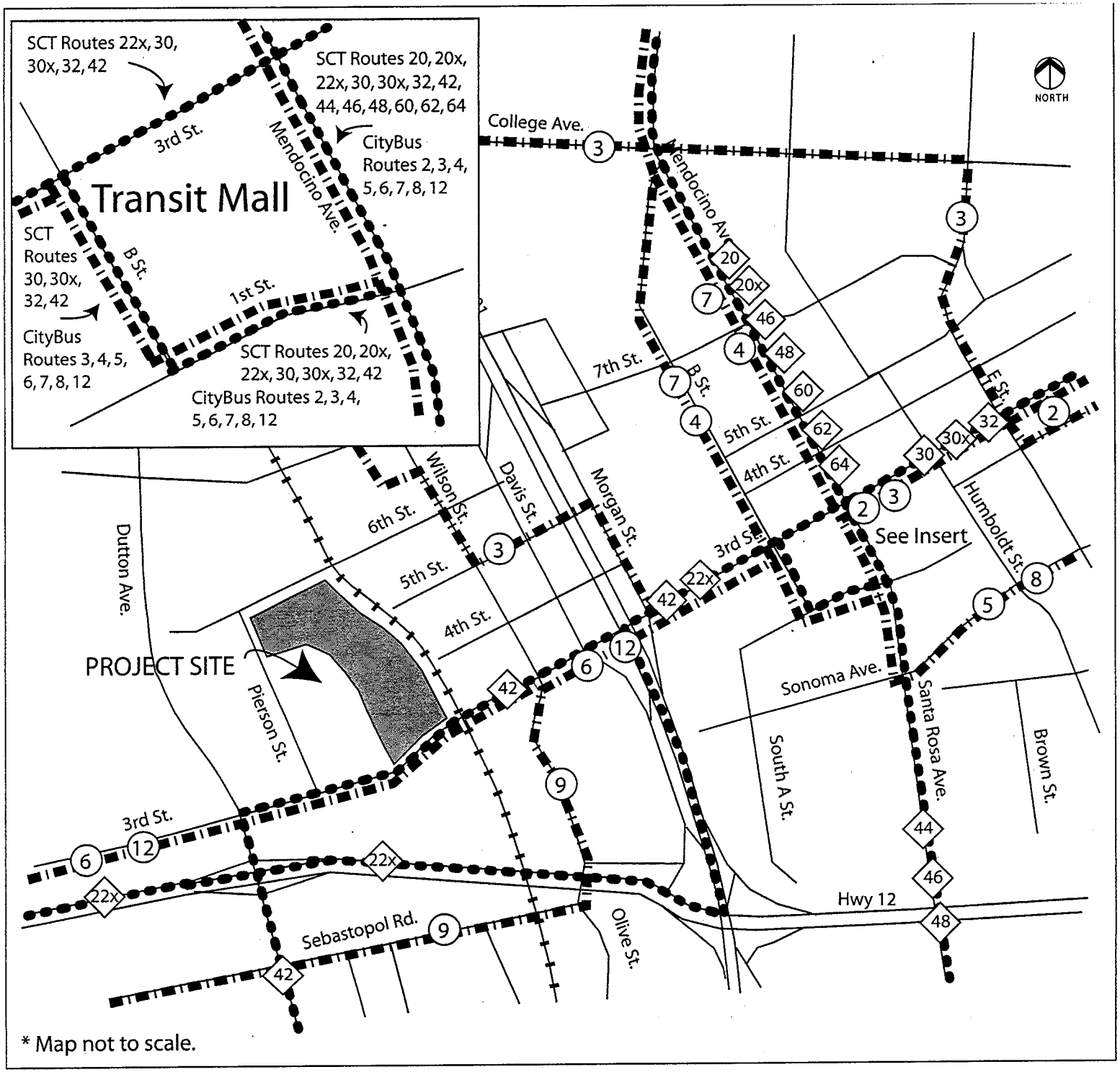
Sonoma County Transit (SCT) provides intercity bus service within Sonoma County. SCT Route 22 operates on West Third Street, turning on Sebastopol Road and terminating in the town of Sebastopol. SCT Route 42 also uses West Third Street, to Dutton Avenue, and serves the Auto Row area along Corby Avenue in the south part of the city.

An Amtrak bus stops at the Marriott Hotel, near West Third Street and Railroad Street, primarily to provide connecting intercity bus services to trains in Martinez several times a day. Some buses continue north to Mendocino and Humboldt counties.

Bikeways

A dense network of bikeways exists or is proposed in the study area[3]; they are indicated below and shown graphically on Figure 3.4-3.

- Santa Rosa Creek: Recently completed Prince Memorial Greenway on the north of Santa Rosa Creek; multi-use Class I bike path.
- Dutton Avenue: Planned Class II bike lanes between Hearn Avenue and Guerneville Road
- W. Ninth Street: Planned Class II bike lanes between Dutton Avenue and E Street



PROJECT AREA TRANSIT SERVICE

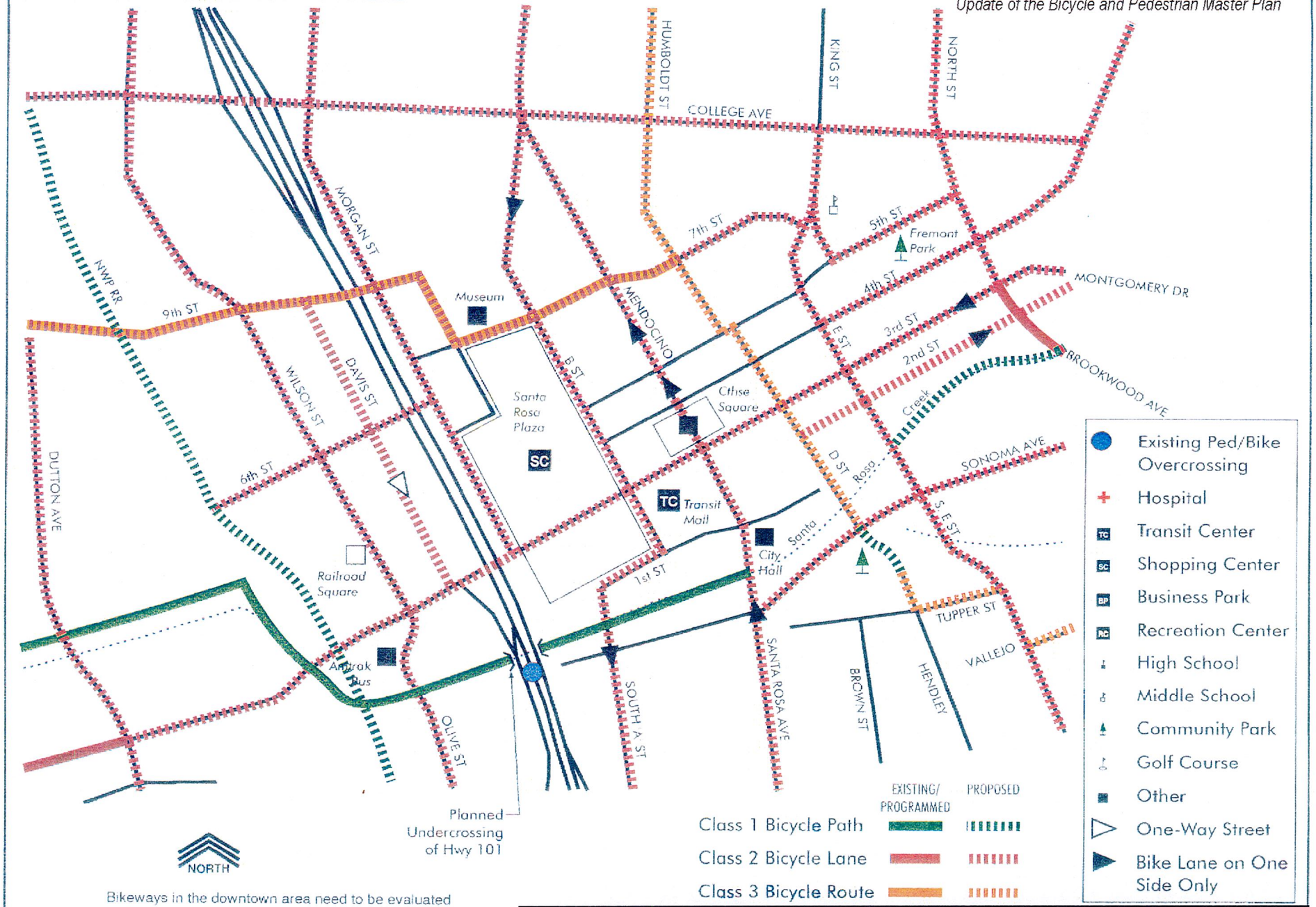
Sonoma County Transit & Line Number

Santa Rosa City Bus & Line Number

Transit Oriented Redevelopment Project Area (TORPA) Vicinity Map

Figure 3.4-2

Source: Wilbur Smith Associates, City of Santa Rosa Update of the Bicycle and Pedestrian Master Plan



Bikeways in the downtown area need to be evaluated in the context of the Core Area Development Plan and the Main Street Program.

Figure 3.4-3 - Downtown Existing/ Programmed and Proposed Bicycle Network

- NWPRR Tracks: Planned Class I bicycle path along the entire length of the tracks in Santa Rosa.
- W. Third Street: Planned Class II bike lanes from Brittain Lane to downtown.
- Wilson Street/ Olive Street: Planned Class II bike lanes from Sebastopol Road to College Avenue.
- Davis Street: Planned Class II bike lanes between Third Street and Ninth Street.
- West Sixth Street: Planned Class II bike lanes between the NWPRR railroad tracks and Morgan Street.
- Joe Rodota Trail: Although outside the primary study area, this trail is an important component in both the city and county bike systems. It uses the former Petaluma and Santa Rosa Railroad Railway right-of-way, between Highway 12 and Sebastopol Road. The current terminii of the trail are at Stony Point Road and in the town of Sebastopol. Plans would include extending the trail east to connect with the NWPRR trail noted above.

On-Street Parking

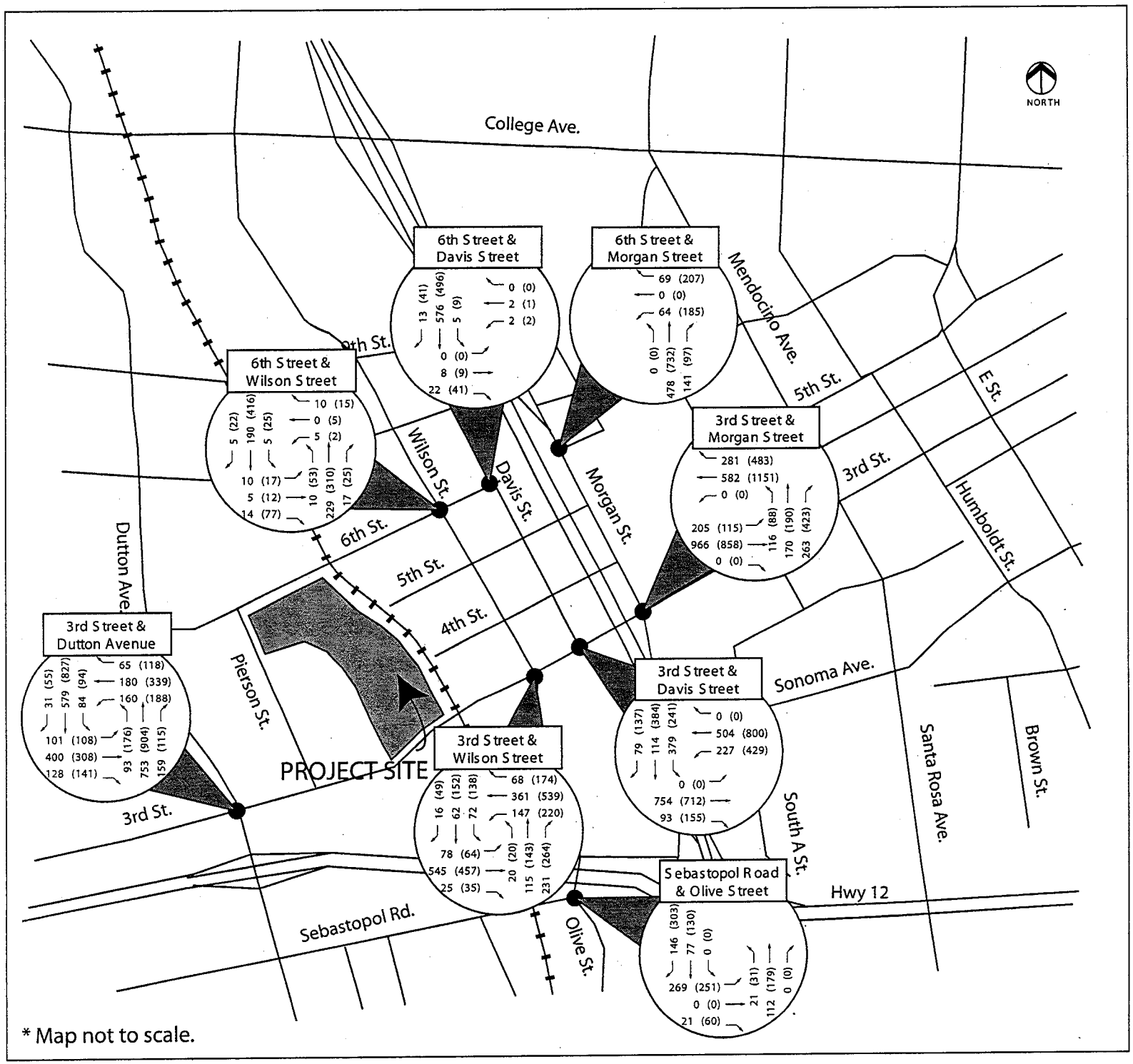
A survey of on-street parking occupancy was conducted of the Transit-Oriented Redevelopment project area streets on Wednesday, December 3, 2003 at noon. Streets that do not run into or adjacent to the project site were not included in the survey. Survey results are shown in Table 3.4-1:

Table 3.4-1
Project Area On-Street Parking Occupancy Survey Results

Block Boundaries						
North	**East**	**South**	**West**	**Spaces**	**Vehicles**	**% Occupied**
W. Sixth St.	Pierson St.	W. Third St.	N/A	46	16	35%
W. Sixth St.	Wilson St.	W. Third St.	Pierson St.	120	61	51%
N/A	Jefferson St.	W. Sixth St.	Madison St.	43	11	27%
N/A	Adams St.	W. Sixth St.	Jefferson St.	47	14	30%
N/A	Wilson St.	W. Sixth St.	Adams St.	23	12	53%
W. Third St.	Wilson St.	N/A	Roberts Ave.	21	8	40%
W. Third St.	Roberts Ave.	N/A	Iowa St.	27	9	33%
TOTAL				**327**	**132**	**40%**

Survey performed at noon on Wednesday, December 3, 2003

Overall, on-street parking occupancies averaged 40 percent with individual blocks ranging from 27 to 53 percent occupancies. In general, the blocks between Wilson and Madison Streets along West Sixth had the highest occupancy rates. This finding corresponds to the pedestrian count results, which found that the intersection of Wilson and Sixth had the highest number of pedestrians in the project area.

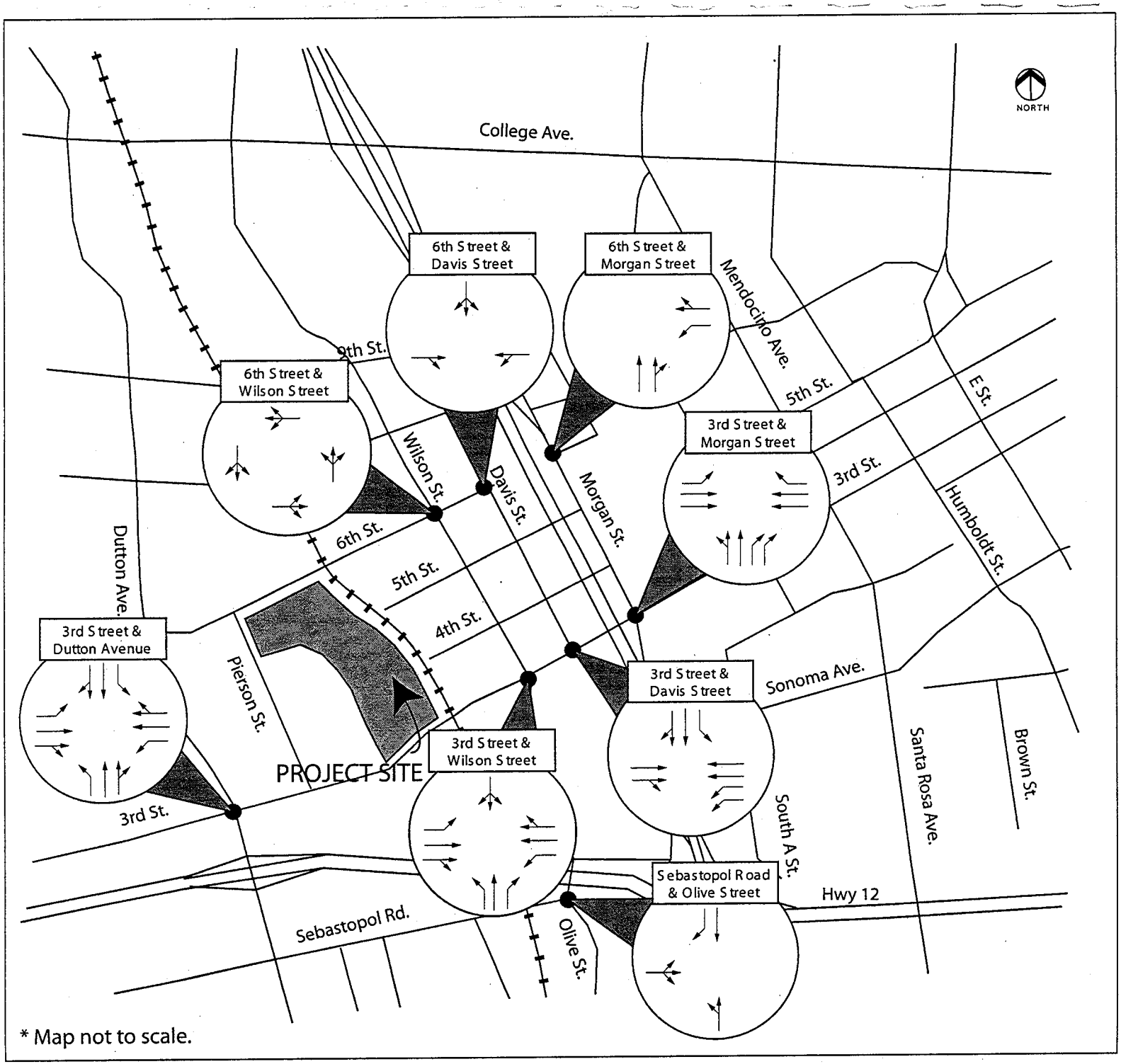


EXISTING INTERSECTION VOLUMES

- Selected Intersections
- Direction of Travel
- X (X) AM Vol (PM Vol)

Transit Oriented Redevelopment Project Area (TORPA)

Figure 3.4-4

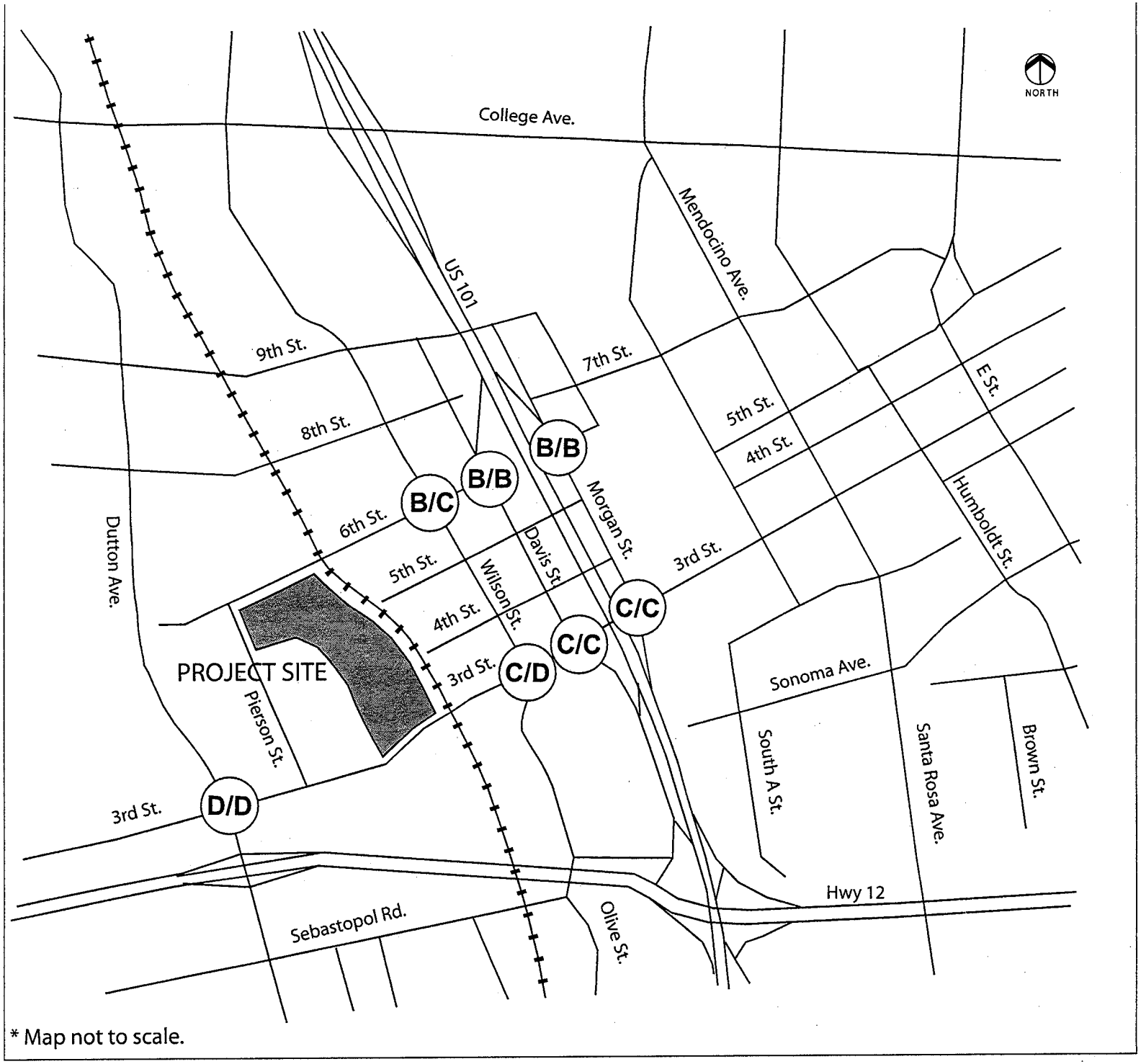


INTERSECTION GEOMETRIES

- Selected Intersections
- Travel Lanes

Transit Oriented Redevelopment Project Area (TORPA)

Figure 3.4-5



* Map not to scale.

EXISTING INTERSECTION LEVELS OF SERVICE

A/B AM/ PM Level of Service

Transit Oriented Redevelopment Project Area (TORPA)

Figure 3.4-6

All computations are based upon the *2000 Highway Capacity Manual* (HCM 2000). The reader is cautioned that the level of service computed for STOP controlled intersections is not directly comparable to the same letter level of service with signalized intersections. The level of service ranges are adjusted to reflect driver expectations for shorter delay at STOP control intersections than at traffic signals, e.g., 30 seconds of average delay is level of service C at a signal, but level of service D at a STOP sign.

Tables 3.4-2, and -3, provide an interpretation of the level of service results. All of the techniques share a common feature: they portray the estimated level of service in terms of a letter "grade," which ranges from "A" (no delay/excellent conditions) to "F" (major delays/poorest conditions).

Table 3.4-2
Level of Service Definitions - Signalized Intersections

Level of Service	Total Control Delay (secs.)	Description of General Conditions
A	≤10.00	**Free Flow/Insignificant Delays:** No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	10.1 - 20.0	**Stable Operation/Minimal Delays:** An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	20.1 - 35.0	**Stable Operation/Acceptable Delays:** Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	35.1 - 55.0	**Approaching Unstable/Tolerable Delays:** Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays. Effective coordination of traffic signals becomes difficult.
E	55.1 - 80.0	**Unstable Operation/Significant Delays:** Assuming proper signal timing, volumes are at or near capacity. Vehicles may wait though several signal cycles. Long queues form upstream from intersection. Effective coordinate of traffic signals can be very difficult.
F	>80.0	**Forced Flow/Excessive Delays:** Represents unacceptable conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections. Coordination of progressive traffic signals is usually useless; signals may be set to go 'green' at the same time to facilitate traffic flow at low speeds.

Source: *Highway Capacity Manual*, Exhibit 16-2, Transportation Research Board, Washington D.C., 2000.

Table 3.4-3
Level of Service Definitions - Unsignalized Intersections

Level of Service	Expected Delay	Control Delay (seconds per vehicle)
A	Little or no delay	0-10
B	Short traffic delay	>10 to 15
C	Average traffic delays	>15 to 25
D	Long traffic delays	>25 to 35
E	Very long traffic delays	>35 to 50
F	Extreme delays potentially affecting other traffic movements in the intersection	>50

Source: *Highway Capacity Manual 2000*, Exhibit 17-2, Transportation Research Board Washington, D.C., 2000.

Table 3.4-4 presents the analysis LOS for selected intersections in the project area. The values shown were determined from the Highway Capacity Manual 2000, accounting for traffic volumes, intersection geometries and delays due to congestion.

Table 3.4-4 and Figure 3.4-6 show that intersection levels of service generally fall in the level of service (LOS) "B" or "D" range, with no intersections falling below LOS "D". Typically, level of service "D" or better is considered acceptable in urban areas during peak hours. Since the 1991 General Plan was adopted, Santa Rosa bases its traffic level of service standard on *arterial (corridor)* level of service, using level of service "D" as the standard (Policy TD-1 of the General Plan, 2002). This standard is based upon traffic movement along a corridor, which may include several signalized intersections. This approach focuses on the overall flow and speed of traffic, and not the delays at individual intersections. It therefore represents an averaging of the travel speed/time along an arterial street. This method gives emphasis to minimizing automobile travel times on studied streets. Since downtown areas are frequently more congested and emphasize providing accessibility to concentrated land uses rather than minimizing automobile travel through the downtown area, the City of Santa Rosa has determined that arterial levels of service are not appropriate for LOS measurements in the downtown. The Transit-Oriented Redevelopment project is within Santa Rosa's downtown area, and therefore its impacts are measured in this report in terms of its effects on adjacent, critical downtown intersections. However, since the City has not adopted LOS standards of significance for downtown intersections, this report lists any intersections that fall to LOS "E" or "F" in future scenarios as reportable but non-significant impacts.

Table 3.4-4
Existing (2003) Intersection Traffic Levels of Service
Highest Peak 60 Minute Period
(average control delay in seconds per vehicle)

		AM Peak		PM Peak	
	Intersection	**LOS**	**Delay**	**LOS**	**Delay**
1	Third & Dutton	C	32.3	D	39.9
2	Third & Wilson/Railroad	C	27.1	D	37.2
3	Third & Davis	C	27.7	C	25.0
4	Third & Morgan/US 101 NB Off Ramp	C	25.4	C	30.7
5	Wilson & Sixth*	B	11.1	C	15.8
6	Davis & Sixth*	B	14.1	B	13.7
7	Sixth & Morgan	B	9.6	B	16.2

Note: The City of Santa Rosa circulation level of service standard is based on arterial corridors, not intersections. However, LOS in the Downtown area is not measured at the arterial level but at the intersection level to reflect the slow vehicle speeds there. The City does not have LOS criteria for intersections.

* Unisignalized intersection. Delay and LOS shown are for the "worst movement" only. Wilson & Sixth: worst AM and PM movements are Eastbound all movements; Davis & Sixth: worst AM and PM movements are Eastbound Left movements.

Freeway Ramp Levels of Service

Due to the Transit-Oriented Redevelopment project's proximity to U.S. 101, the following four primary on- and off-ramps were chosen for focused study to determine the effects of the project on the ramp operations:

1. Northbound 101 Seventh Street On-Ramp
2. Northbound 101 Third Street Off-Ramp (Downtown Santa Rosa)
3. Southbound 101 to Westbound Highway 12 Connector Third Street On-Ramp
4. Southbound 101 Third Street On-Ramp

The southbound off-ramp at Sixth and Davis was not studied since it is an uncontrolled "slip" ramp.

Table 3.4-5 shows the existing conditions levels of service calculated for these freeway ramps, primarily using 2002 freeway mainline segment and ramp count data as well as intersection turning movement count data for the Third Street to Southbound 101/Westbound Highway 12 Connector on-ramp and the Northbound 101 to Third Street off-ramp.

Table 3.4-5
Existing (2002) Estimated Freeway Ramp Levels of Service
HCM 2000 Method

Intersection	Existing			
	AM Peak		PM Peak	
	LOS	Density*	LOS	Density*
1 Seventh Street On-Ramp to NB U.S. 101	D	30.0	C	23.3
2 Third Street Off-Ramp from NB U.S. 101	D	31.4	C	20.9
3 Third Street On-Ramp to SB U.S. 101/WB Hwy. 12 Connector	B	11.2	B	17.0
4 Third Street On-Ramp to SB U.S. 101**	C	0.19	C	0.35

*Density = Passenger Cars per Lane Per Mile during peak hour.
**Measure of Effectiveness for ramps with own receiving lane on freeway calculated by volume to capacity ratios.

Public Facilities in the Study Area

Schools

There is one school in the study area, the Kid Street Elementary (charter) School, located at 709 Davis Street. This school serves grades K thru 6, and is part of the Santa Rosa School District. In 2003, there were approximately 28 students enrolled in this school. Since there is no school bus service, virtually all the students arrive and depart the school by parent drop-off and pick-up via automobile. Most of these trips arrive and depart through the school's parking lot on the Northwest side of the school site, which is accessed from Eighth Street.

Methodology

This section presents the results of the *Traffic and Circulation* impact analysis. The analysis involved the following steps:

- Planned land uses for the Transit-Oriented Redevelopment project and cumulative projects achieved in a five to ten year time frame were used to estimate the number of trips generated. The cumulative land uses came from the City of Santa Rosa Department of Community Development's *Pending Development Report for Southwest Santa Rosa*, dated September 2003.
- Trip distribution percentages (where the new trips would go) were estimated using trip distribution percentages derived from the City of Santa Rosa's Traffic Model (see Table 3.4-6). Averages of "In" and "Out" percentages were used for non-project cumulative land uses.
- Level of service was analyzed using techniques in the latest *Highway Capacity Manual* (the HCM 2000) using the Traffix software program.

Table 3.4-6
Project Trip Distribution – Peak Hour

From/ To	% Inbound	% Outbound
US 101 North	9.7%	6.0%
US 101 South	6.3%	4.5%
Third Street E.	9.1%	2.9%
7th Street E.	3.9%	5.3%
Sixth Street W	0.0%	0.0%
Third Street W	6.0%	8.2%
Olive Street S	0.1%	0.1%
Sixth Street E	0.0%	0.0%
Wilson N.	0.4%	5.4%
Sebastopol Rd. W Dutton	26.1%	32.4%
Morgan N.	9.4%	10.7%
Dutton N.	26.9%	16.0%
B Street S	1.9%	1.4%
B Street N	0.0%	0.0%
Internal	0.0%	7.1%
TOTAL	**100.0%**	**100.0%**

Freeway Ramp Levels of Service

Due to the Transit-Oriented Redevelopment project's proximity to U.S. 101, the following four primary on- and off-ramps were chosen for focused study to determine the effects of the project on the ramp operations:

1. Northbound 101 Seventh Street On-Ramp
2. Northbound 101 Third Street Off-Ramp (Downtown Santa Rosa)
3. Southbound 101 to Westbound Highway 12 Connector Third Street On-Ramp
4. Southbound 101 Third Street On-Ramp

The southbound off-ramp at Sixth and Davis was not studied since it is an uncontrolled "slip" ramp.

Table 3.4-5 shows the existing conditions levels of service calculated for these freeway ramps, primarily using 2002 freeway mainline segment and ramp count data as well as intersection turning movement count data for the Third Street to Southbound 101/Westbound Highway 12 Connector on-ramp and the Northbound 101 to Third Street off-ramp.

Table 3.4-5
Existing (2002) Estimated Freeway Ramp Levels of Service
HCM 2000 Method

Intersection	Existing			
	AM Peak		PM Peak	
	LOS	Density*	LOS	Density*
1 Seventh Street On-Ramp to NB U.S. 101	D	30.0	C	23.3
2 Third Street Off-Ramp from NB U.S. 101	D	31.4	C	20.9
3 Third Street On-Ramp to SB U.S. 101/WB Hwy. 12 Connector	B	11.2	B	17.0
4 Third Street On-Ramp to SB U.S. 101**	C	0.19	C	0.35

*Density = Passenger Cars per Lane Per Mile during peak hour.
**Measure of Effectiveness for ramps with own receiving lane on freeway calculated by volume to capacity ratios.

Public Facilities in the Study Area

Schools

There is one school in the study area, the Kid Street Elementary (charter) School, located at 709 Davis Street. This school serves grades K thru 6, and is part of the Santa Rosa School District. In 2003, there were approximately 28 students enrolled in this school. Since there is no school bus service, virtually all the students arrive and depart the school by parent drop-off and pick-up via automobile. Most of these trips arrive and depart through the school's parking lot on the Northwest side of the school site, which is accessed from Eighth Street.

Methodology

This section presents the results of the *Traffic and Circulation* impact analysis. The analysis involved the following steps:

- Planned land uses for the Transit-Oriented Redevelopment project and cumulative projects achieved in a five to ten year time frame were used to estimate the number of trips generated. The cumulative land uses came from the City of Santa Rosa Department of Community Development's *Pending Development Report for Southwest Santa Rosa*, dated September 2003.
- Trip distribution percentages (where the new trips would go) were estimated using trip distribution percentages derived from the City of Santa Rosa's Traffic Model (see Table 3.4-6). Averages of "In" and "Out" percentages were used for non-project cumulative land uses.
- Level of service was analyzed using techniques in the latest *Highway Capacity Manual* (the HCM 2000) using the Traffix software program.

Table 3.4-6
Project Trip Distribution – Peak Hour

From/ To	% Inbound	% Outbound
US 101 North	9.7%	6.0%
US 101 South	6.3%	4.5%
Third Street E.	9.1%	2.9%
7th Street E.	3.9%	5.3%
Sixth Street W	0.0%	0.0%
Third Street W	6.0%	8.2%
Olive Street S	0.1%	0.1%
Sixth Street E	0.0%	0.0%
Wilson N.	0.4%	5.4%
Sebastopol Rd. W Dutton	26.1%	32.4%
Morgan N.	9.4%	10.7%
Dutton N.	26.9%	16.0%
B Street S	1.9%	1.4%
B Street N	0.0%	0.0%
Internal	0.0%	7.1%
TOTAL	**100.0%**	**100.0%**

Road Improvements Included in the Future Scenarios

City Streets

City street improvements were based upon projects included in the City's General Plan (adopted 2002) as well as discussions with City staff. According to these sources the only planned major street improvements in or near the downtown area that are likely to have an impact on motorists is the Sixth Street/U.S. Highway 101 undercrossing and the associated conversion of Morgan Street from a two-way street to a one-way northbound facility between Sixth and Third Streets.[4] These changes will allow better access for motorists to northbound U.S. 101 and a more direct connection between downtown Santa Rosa and the Transit-Oriented Redevelopment project site. These changes were incorporated into the cumulative scenario calculations for Intersection and Arterial levels of service.

In addition, when actual site development plans are proposed/prepared for the project area, the City of Santa Rosa may require pavement restoration on Sixth Street, Third Street and Pierson Street due to the degraded condition of City streets and increased traffic expected to be generated by the project. [5]

Standards of Significance

The following thresholds of significance have been used in this analysis:

For City streets, the Santa Rosa 2020: General Plan (2002) sets a goal (T-D-1) of maintaining level of service of "D" or better along all major corridors during the PM peak hour of travel. Exceptions to meeting the standard are: the downtown; situations where attainment of the standard would result in significant environmental degradation; situations where topography or environmental impacts makes the improvement impossible; and situations where meeting the standard would ensure loss of an area's unique character. While the City does not have level of service impact standards for downtown intersections as explained previously, the following analysis does assess levels of service for downtown intersections with and without the Transit-Oriented Redevelopment project for informational purposes.

This analysis addresses five issues specific to traffic and circulation as follows:

- Intersection Levels of Service
- Parking Demand
- Public Transit
- Non-Motorized Travel
- Construction

Project and Cumulative Trip Generation

Table 3.4-7 shows the Institute of Transportation Engineers (ITE) *Trip Generation* rates used to estimate the number of daily and peak hour trips that would be generated by the Transit-Oriented Redevelopment project as well as the anticipated developments associated with the cumulative development scenario. Table 3.4-7 also shows adjustments made to these rates to account for the higher expected higher usage of transit for the Transit-Oriented Redevelopment project and all cumulative projects within a half-mile of the proposed SMART rail station.

Table 3.4-7
Standard Vehicle Trip Generation Rates Used in Traffic Study
(per dwelling unit or 1,000 gross leasable square feet)

Land Uses	ITE Land Use Code	Units	Weekday Total	AM Rate Total	AM Rate In	AM Rate Out	PM Rate Total	PM Rate In	PM Rate Out
Townhomes/ Condominiums	SDTG	DUs	7.90	0.64	0.13	0.51	0.79	0.55	0.24
Apartments	220	DUs	6.63	0.56	0.16	0.4	0.67	0.41	0.26
General Office	710	KSF	11.01	1.56	1.37	0.19	1.49	0.25	1.24
Specialty Retail**	814	KSF	40.67	0.71	0.4	0.31	2.59	1.11	1.48
Single Family Detached	210	DUs	9.57	0.77	0.19	0.58	1.02	0.65	0.37
Live Work*	Dowling	DUs	6.10	0.73	0.22	0.51	0.61	0.29	0.32

* From Dowling Associates Inc. fieldwork of existing live work loft housing in Oakland & Emeryville.

** Specialty Retail used with 4-6 PM peak hour rate. AM peak hour rate developed by reducing the PM rate by the percentage reduction found in the Shopping Center rate. This land use includes the Wine & Food Center.

SDTG = Condominium trip generation factor obtained from San Diego Traffic Generators, 1998, San Diego Association of Governments.

DU's = Dwelling Units

KSF = Thousands of Square Feet

Additional improvements to transit service in the Transit-Oriented Redevelopment project area are expected with the introduction of SMART rail services. Since the Transit-Oriented Redevelopment project area is within Railroad Square where the SMART trains would stop, the analysis assumes the transit mode share of trips generated by the project and other "cumulative" projects within a half-mile of the station would increase. According to the 2000 Census, the Block Group containing the Transit-Oriented Redevelopment project site currently has a transit mode share for commute trips of just over six percent. To determine the transit mode share after the Transit-Oriented Redevelopment project and SMART would be completed, a survey technique performed in the Jack London Square area of Oakland was used, asking what mode share respondents used to get to specific land uses.

The Jack London Square area is reasonably comparable to the Transit-Oriented Redevelopment project area since it has a commuter rail station and is adjacent to a downtown area. The transit mode share results of this study can be seen in Table 3.4-8. Since Jack London Square is adjacent to downtown Oakland, has a fairly dense urban development pattern, and is "transit rich", the analysis assumes that transit mode shares would be somewhat lower in the Transit-Oriented Redevelopment project area. The best comparison can be made between the existing Census Journey to Work mode share for the Transit-Oriented Redevelopment project area (six percent) and the transit mode share of multifamily dwelling units in the Jack London Square area, which can be assumed to be primarily work trips as well. Therefore, an eight percent transit mode share for Transit-Oriented Redevelopment project was selected for residential units — the midpoint between the six percent existing transit share and the ten percent Jack London Square transit mode share. This constituted a twenty percent reduction from the Jack London Square ten percent figure. This twenty percent reduction was then applied to the Jack London Square transit mode shares for office and retail uses, yielding a four percent retail and 16 percent office transit mode share. These factors were then applied to the trip generation rates seen in Table 3.4-7 to produce the trips seen in Table 3.4-8. Total cumulative vehicle trip generation is shown in Table 3.4-9.

Table 3.4-8
Standard Vehicle Trip Generation Rates With Transit Reduction Factor Assumed**

Land Uses	ITE Land Use Code	Units	Weekday Total	AM Rate Total	AM Rate In	AM Rate Out	PM Rate Total	PM Rate In	PM Rate Out
Townhomes/ Condominiums	SDTG	DUs	7.27	0.59	0.12	0.47	0.73	0.51	0.22
Apartments	220	DUs	6.10	0.52	0.15	0.37	0.62	0.38	0.24
General Office	710	KSF	9.25	1.31	1.15	0.16	1.25	0.21	1.04
Specialty Retail***	814	KSF	39.04	0.68	0.38	0.30	2.49	1.07	1.42
Single Family Detached	210	DUs	8.80	0.71	0.17	0.53	0.94	0.60	0.34
Live Work*	Dowling	DUs	5.61	0.67	0.20	0.47	0.56	0.27	0.29

* From Dowling Associates Inc. fieldwork of existing live work lofts in Oakland and Emeryville.
** Transit reduction factor is 8% all housing, 16% office, and 4% retail.
*** Specialty Retail used with 4-6 PM peak hour rate. AM peak hour rate developed by reducing the PM rate by the percentage reduction found in the Shopping Center rate.
DU's = Dwelling Units
KSF = Thousands of Square Feet

Table 3.4-9
Total Cumulative Vehicle Trip Generation

Land Uses	Amount	Land Use Type	Source Code	Weekday Total (24 Hours)	AM Peak Hour Trips	PM Peak Hour Trips
Project						
Townhomes/ Condominiums*	280	DUs	SDTG	2,036	165	204
Specialty Retail (inc. wine/food ctr.)*	115	KSF	814	4,490	78	286
General Office*	115	KSF	710	1,064	151	144
Subtotal Project				**7,589**	**394**	**635**
Cumulative						
Apartments	59	DUs	220	391	33	40
Apartments**	29	DUs	220	177	15	18
Single Family Detached Homes	118	DUs	210	1,129	91	120
Live/ Work Units	5	DUs	Dowling	31	4	3
Specialty Retail**	18.07	KSF	814	705	12	45
General Office**	23.66	KSF	710	219	31	30
Subtotal Cumulative				*2,652*	*186*	*255*
GRAND TOTAL - CUMULATIVE PLUS PROJECT				**10,241**	**580**	**890**

* Denotes project land use.
** Transit reduction made since project site is within 0.5 miles from the train station.
SDTG = Condominium trip generation factor obtained from San Diego Traffic Generators, 1998, San Diego Association of Governments.
Dowling = From Dowling Associates Inc. fieldwork of existing live work lofts in Oakland and Emeryville.
DU's = Dwelling Units
KSF = Thousands of Square Feet

Levels of Service

Cumulative Plus Project Conditions

Intersection Levels of Service

Cumulative intersection volumes with and without transit reductions are shown on Figures 3.4-7 and 3.4-8. Intersection levels of service for cumulative scenarios — with and without the transit reduction — are shown in Figures 3.4-9 and 3.4-10 and were generally "D" or better. The exceptions are Third and Dutton in the PM peak hour, which is LOS "D" in the existing conditions and "E" in the Cumulative Without Transit Reductions scenario; and Wilson and Sixth which falls to "E" in the PM peak hour from LOS "C" in the existing conditions.

Freeway Ramp Levels of Service

Freeway ramp level of service calculations for the cumulative scenarios — with and without the transit reduction — are shown in Table 3.4-10. AM cumulative peak hour volumes were not available for analysis, because the traffic model only forecasts PM peak volumes. LOS for both scenarios was "F" during the PM peak hour for the Seventh Street on-ramp to northbound U.S. 101 and the Third Street off-ramp from northbound U.S. 101. However, as found with the arterial routes analysis, these ramps would become LOS "F" when the project trips are not included in the analysis.

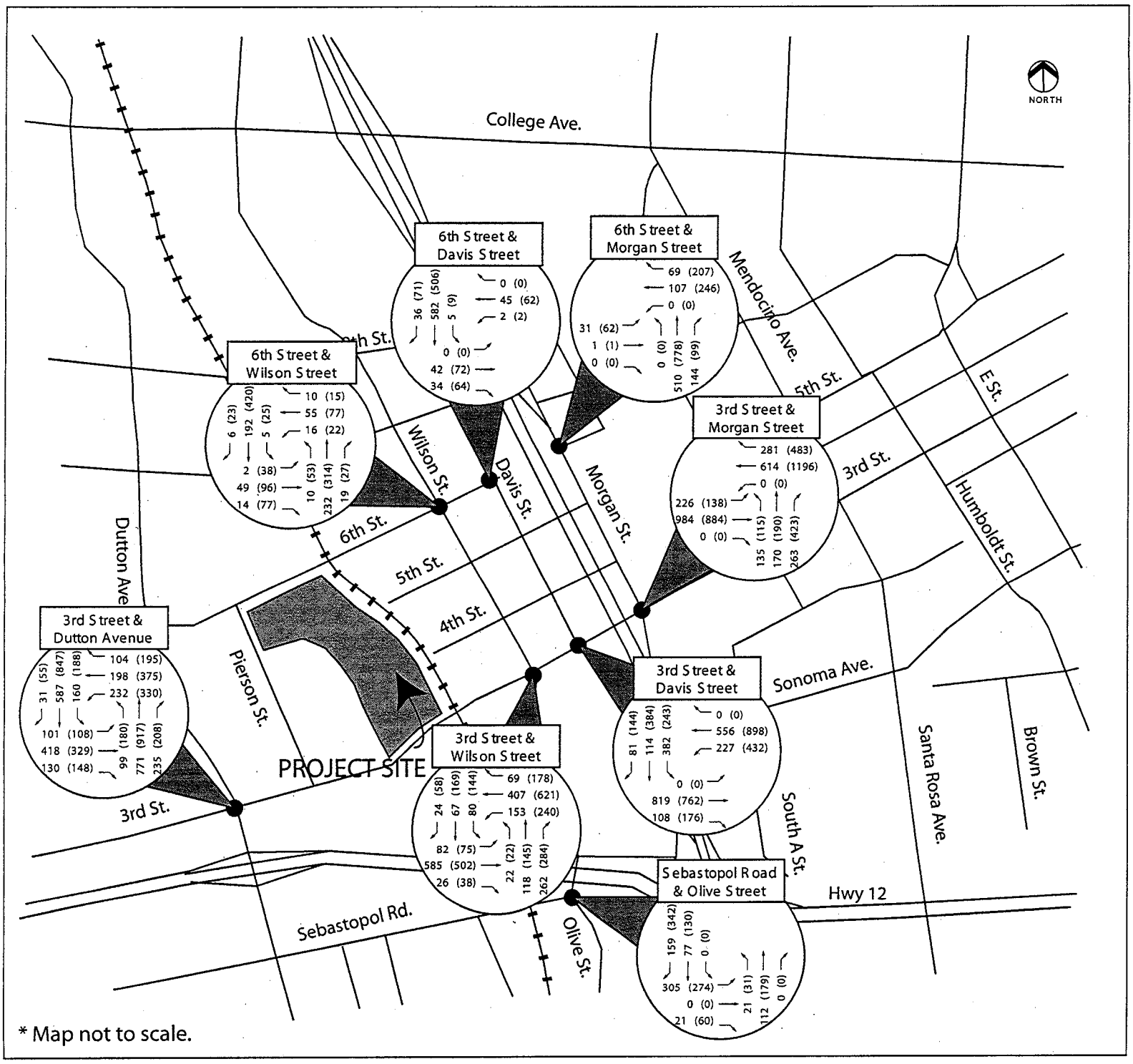
Table 3.4-10
Cumulative + Project Estimated Freeway Ramp Levels of Service
HCM 2000 Method

	Existing				Cumulative + Project PM Peak***			
	AM Peak		PM Peak		No Transit Adj.		Transit Adj.	
Intersection	LOS	Density*	LOS	Density*	LOS	Density*	LOS	Density*
1 Seventh Street On-Ramp to NB U.S. 101	D	30.0	C	23.3	F	47.5	F	47.5
2 Third Street Off-Ramp from NB U.S. 101	D	31.4	C	20.9	F	51.8	F	51.8
3 Third Street On-Ramp to SB U.S. 101/WB Hwy. 12 Connector	B	11.2	B	17.0	C	25.1	C	25.1
4 Third Street On-Ramp to SB U.S. 101**	C	0.19	C	0.35	C	0.60	C	0.60

*Density = Passenger Cars per Lane Per Mile during peak hour.

**Measure of Effectiveness for ramps with own receiving lane on freeway calculated by volume to capacity ratios.

***Cumulative PM Peak freeway volumes are 2020 projected volumes obtained from the Sonoma County Travel Demand Model.

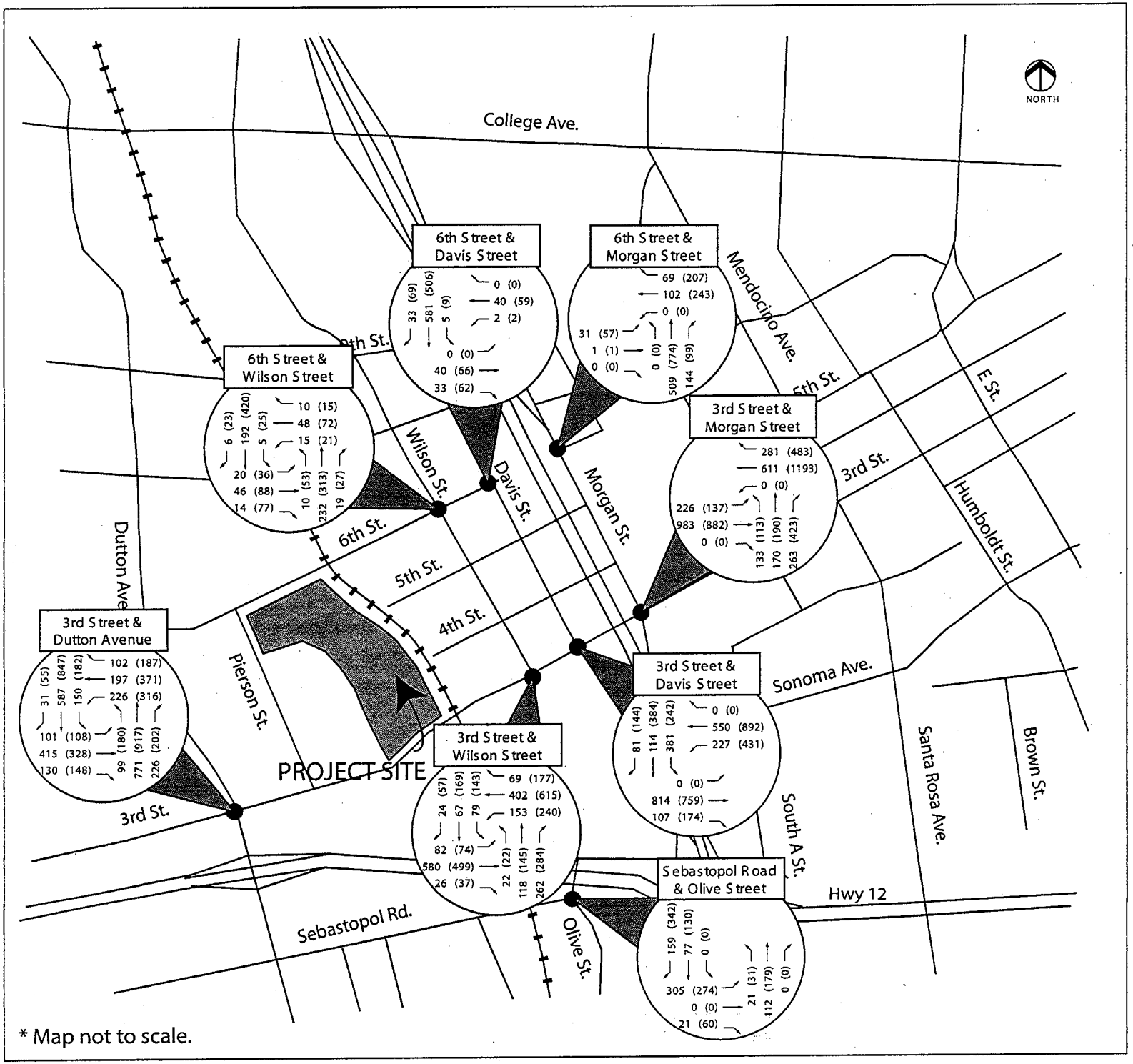


CUMULATIVE INTERSECTION VOLUMES WITH NO TRANSIT REDUCTION

- Selected Intersections
- Direction of Travel
- X (X) AM Vol (PM Vol)

Transit Oriented Redevelopment Project Area (TORPA)

Figure 3.4-7

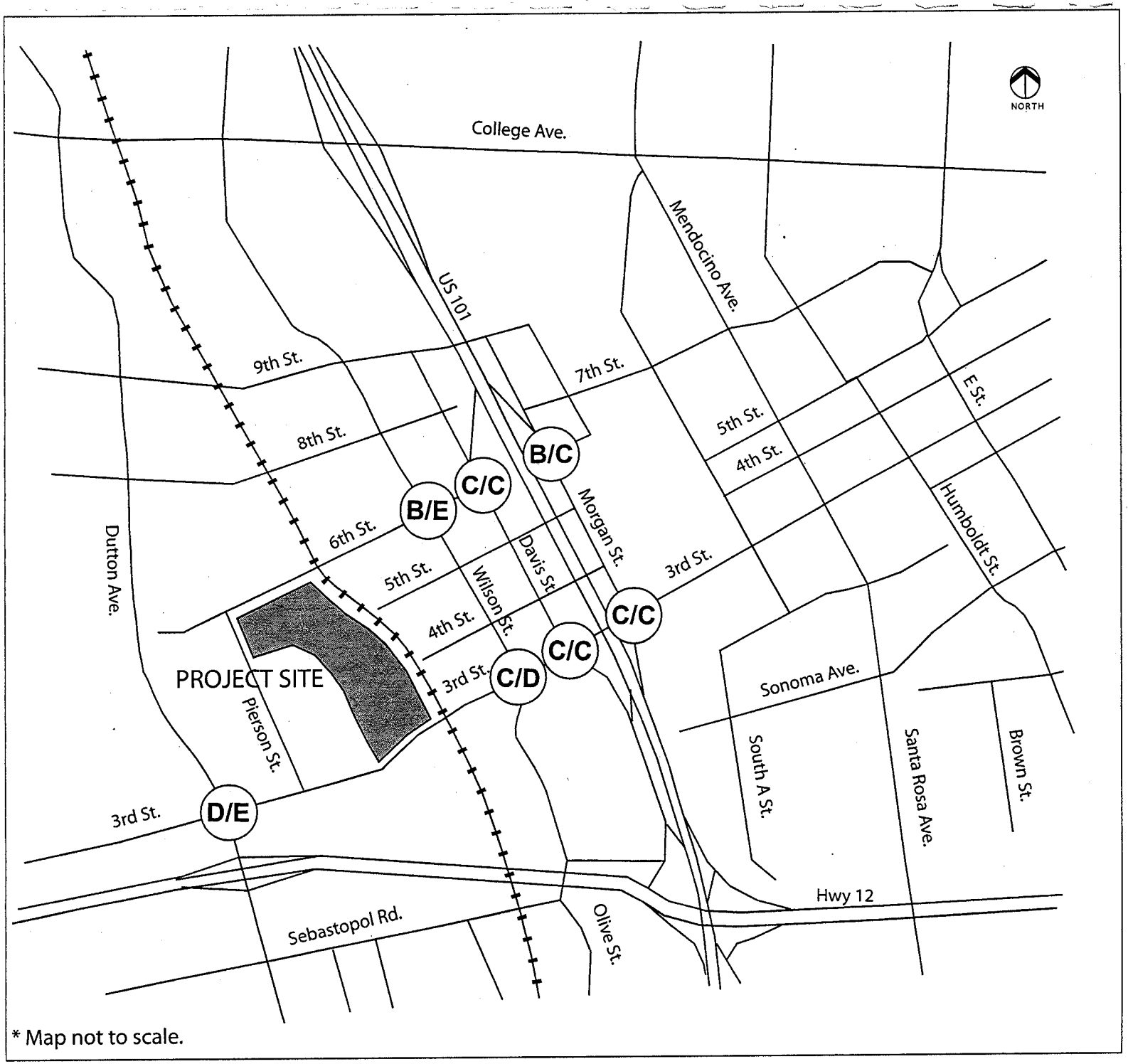


CUMULATIVE INTERSECTION VOLUMES WITH TRANSIT REDUCTION

- Selected Intersections
- Direction of Travel
- X (X) AM Vol (PM Vol)

Transit Oriented Redevelopment Project Area (TORPA)

Figure 3.4-8

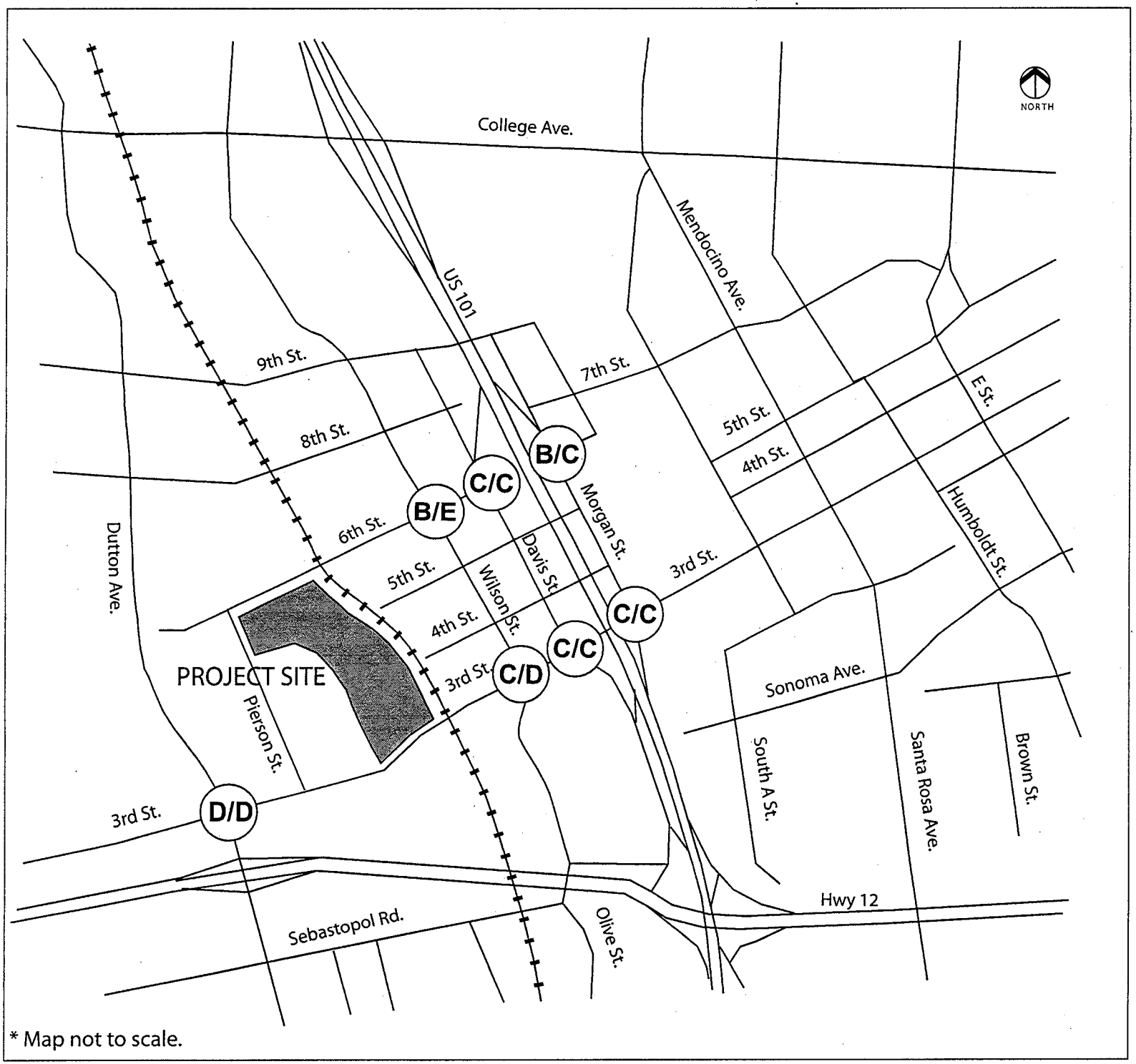


CUMULATIVE INTERSECTION LEVELS OF SERVICE WITH NO TRANSIT REDUCTION

A/B AM/ PM Level of Service

Transit Oriented Redevelopment Project Area (TORPA)

Figure 3.4-9



CUMULATIVE INTERSECTION LEVELS OF SERVICE WITH TRANSIT REDUCTION

A/B AM/ PM Level of Service

Transit Oriented Redevelopment Project Area (TORPA)

Figure 3.4-10

Intersection Levels of Service

Impact 3.4-1

Traffic growth with or without the Transit-Oriented Redevelopment project would result in level of service "E" conditions at the intersections of Third & Dutton and Wilson & Sixth. Since the City does not have level of service impact standards for downtown intersections, this is a less than significant impact (LS).

Table 3.4-11 shows the intersection levels of service for cumulative development with the Transit-Oriented Redevelopment project-generated trips included and without and with a transit reduction factor. Table 3.4-12 shows the intersection levels of service for cumulative development, both without and with the Transit-Oriented Redevelopment project-generated trips with a transit reduction factor included. The projected traffic volumes that would be produced under cumulative conditions without or with the transit reduction factor are expected to bring both the intersections of Third & Dutton and Wilson & Sixth to LOS "E" while Cumulative traffic volumes alone (both with and without project trips included) cause LOS to fall to "D" and "C" respectively. In addition, with the project, the LOS would be "E" at Wilson & Sixth Streets. It is noted that due to the small enrollment of the Kid Street Elementary School and the focus of associated automobile trips on Eighth Street, the project would not be expected to generate substantial safety concerns respecting school activities.

For City streets, the *Santa Rosa General Plan* (2000) set a goal of maintaining level of service "D" or better along all major corridors during the PM peak hour of travel. As mentioned previously, exceptions to meeting the standard are: the downtown (where the project is located); situations where attainment of the standard would result in a significant environmental degradation; situations where topography or environmental impacts make the improvement impossible; and situations where meeting the standard would ensure the loss of an area's unique character. Since the arterial level of service method is based upon traffic speed and movements along a main street, LOS results represent an averaging of the travel speed/time along an arterial segment, giving emphasis to minimizing automobile travel times on studied streets.

For the study area, this EIR analyzes level of service impacts at the intersection rather than the arterial street level. Since downtown areas are frequently more congested than non-downtown areas, are built and managed to emphasize providing transit and pedestrian accessibility to concentrated land uses rather than minimizing automobile travel speeds, and due to the presence of historic structures in the downtown area that preclude road widening mitigation, the City of Santa Rosa has determined that arterial levels of service are not appropriate for the downtown. The Transit-Oriented Redevelopment project is within Santa Rosa's downtown, and therefore its impacts are measured in this report in terms of effects on nearby, critical downtown intersections. However, since the City has not adopted LOS standards of significance for downtown intersections, this report lists any intersections that fall to LOS "E" or "F" in future scenarios as reportable but non-significant impacts for informational purposes. Pedestrian impacts should also be considered when intersection LOS falls to "E" or "F". When

Table 3.4-11
Existing (2003) and Cumulative Intersection Traffic Levels of Service
Highest Peak 60 Minute Period
(average control delay in seconds per vehicle)

		Existing				Cumulative With Project Without Transit Reduction				Cumulative With Project With Transit Reduction			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Third & Dutton	C	32.3	D	39.9	D	39.8	E	55.9	D	38.7	D	54.2
2	Third & Wilson/Railroad	C	27.1	D	37.2	C	28.0	D	42.5	C	28.0	D	42.1
3	Third & Davis	C	27.7	C	25.0	C	27.9	C	24.9	C	27.8	C	24.9
4	Third & Morgan/US 101 NB Off Ramp	C	25.4	C	30.7	C	26.0	C	31.2	C	25.9	C	31.2
5	Wilson & Sixth*	B	11.1	C	15.8	B	13.6	E	44.8	B	13.3	E	39.5
6	Davis & Sixth*	B	14.1	B	13.7	C	15.2	C	15.3	C	15.0	C	15.1
7	Sixth & Morgan	B	9.6	B	16.2	B	15.9	C	25.5	B	15.5	C	25.1

Note: The City of Santa Rosa circulation level of service standard is based on arterial corridors, not intersections. However, LOS in the Downtown area is not measured at the arterial level but at the intersection level to reflect the slow vehicle speeds there. The City does not have LOS criteria for intersections.

* Unisignalized intersection. Delay and LOS shown are for the "worst movement" only. Wilson & Sixth: worst Ex. AM and PM are EBA; worst Cum. No Trans. w/Prj. AM WBA & PM EBA; worst Cum. Trans. w/Prj. AM EBA/WBA & PM EBA; Davis & Sixth: worst Ex. AM and PM is EBL; worst Cum. No Trans. w/Prj. AM WBL & PM EBR; worst Cum. Trans. w/Prj. AM & PM WBL.

Table 3.4-12
Cumulative Intersection Traffic Levels of Service Without Transit Reduction
Highest Peak 60 Minute Period
(average control delay in seconds per vehicle)

		Cumulative No Project Without Transit Reduction				Cumulative With Project Without Transit Reduction			
		AM Peak		PM Peak		AM Peak		PM Peak	
	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Third & Dutton	C	33.8	D	42.4	D	39.8	E	55.9
2	Third & Wilson/Railroad	C	28.1	D	43.0	C	28.0	D	42.5
3	Third & Davis	C	28.2	C	25.0	C	27.9	C	24.9
4	Third & Morgan/US 101 NB Off Ramp	C	25.8	C	30.9	C	26.0	C	31.2
5	Wilson & Sixth*	B	11.6	C	20.8	B	13.6	E	44.8
6	Davis & Sixth*	B	14.1	B	13.8	C	15.2	C	15.3
7	Sixth & Morgan	B	10.1	B	16.7	B	15.9	C	21.3

Note: The City of Santa Rosa circulation level of service standard is based on arterial corridors, not intersections. However, LOS in the Downtown area is not measured at the arterial level but at the intersection level to reflect the slow vehicle speeds there. The City does not have LOS criteria for intersections.

* Unisignalized intersection. Delay and LOS shown are for the "worst movement" only. Wilson & Sixth: worst Cum. No Trans. No Prj. AM & PM WBA; worst Cum. No Trans. w/Prj. AM WBA & PM EBA; Davis & Sixth: worst Cum. No Trans. No Prj. AM & PM WBL; worst Cum. No Trans. w/Prj. AM WBL & PM EBR.

automobile congestion rises on downtown streets, idle cars waiting for congestion to clear can form a barrier to pedestrians to cross the street. Furthermore as traffic volumes grow, traffic signal cycle lengths are typically lengthened to increase intersection capacities. These longer cycle lengths translate into longer delays for pedestrians waiting for their "green" walk signals.

Mitigation Measure 3.4-1

No mitigation measures are specifically required for the Transit-Oriented Redevelopment project. However, the addition of a northbound right or a westbound left lane would mitigate Third & Dutton to LOS "D" and the signalization of Wilson & Sixth would bring that intersection up to LOS "B". Signal warrant analysis for Wilson & Sixth finds that this intersection meets two of three critical signal warrant criteria (Warrant Rule #2: approach volume greater than or equal to 100 vehicles for a one lane approach and Warrant Rule #3: Total volume greater than or equal to 800 vehicles for intersection), indicating that this intersection may be a candidate for signalization in the Cumulative With Project scenario (LS).

Table 3.4-13
Cumulative Intersection Traffic Levels of Service With Transit Reduction
Highest Peak 60 Minute Period (average control delay in seconds per vehicle)

		Cumulative No Project With Transit Reduction				Cumulative With Project With Transit Reduction			
		AM Peak		PM Peak		AM Peak		PM Peak	
	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Third & Dutton	C	33.7	D	42.4	D	38.7	E	54.2
2	Third & Wilson/Railroad	C	28.1	D	42.6	C	28.0	D	42.1
3	Third & Davis	C	28.1	C	25.0	C	27.8	C	24.9
4	Third & Morgan/US 101 NB Off Ramp	C	25.8	C	30.9	C	25.9	C	31.2
5	Wilson & Sixth*	B	11.5	C	20.5	B	13.3	E	39.5
6	Davis & Sixth*	B	14.1	B	13.8	C	15.0	C	15.1
7	Sixth & Morgan	B	10.0	B	16.6	B	14.0	C	21.0

Note: The City of Santa Rosa circulation level of service standard is based on arterial corridors, not intersections. However, LOS in the Downtown area is not measured at the arterial level but at the intersection level to reflect the slow vehicle speeds there. The City does not have LOS criteria for intersections.

* Unisignalized intersection. Delay and LOS shown are for the "worst movement" only. Wilson & Sixth: worst Cum. w/Trans. No Prj. AM & PM WBA; worst Cum. w/Trans. w/Prj. AM WBA/EBA & PM EBA; Davis & Sixth: worst Cum. w/Trans. No Prj. AM & PM WBL; worst Cum. w/Trans. w/Prj. AM & PM WBL.

Impact 3.4-2

Traffic growth with or without the Transit-Oriented Redevelopment project may result in intersection queue lengths in excess of 250 feet, which could exceed the storage length of some downtown Santa Rosa blocks. Since the project would not cause any intersection movements to exceed cumulative development queues, this would be a less than significant impact (LS).

Table 3.4-14 shows the intersections and specific movement lane groups where vehicle queue lengths during an existing or cumulative peak hour may exceed the length of a typical downtown Santa Rosa city block. The projected traffic volumes that would be produced under cumulative conditions may cause queue lengths for individual movement lane groups at Third & Dutton, Third & Wilson, Third & Davis, Third & Morgan, and Sixth & Morgan to exceed 250 feet. Since the additional trips generated by the project would not cause additional intersection movements to exceed this threshold when compared to the Cumulative No Project scenario, this impact would be less than significant.

Mitigation Measure 3.4-2

No mitigation is specifically required. (LS)

Table 3.4-14
Intersection Turning Lanes with Queue Lengths Greater Than 250 Feet
95th Percentile Queue During Peak Hour

	Existing		Cumulative No Project		Cumulative With Project	
	AM	PM	AM	PM	AM	PM
Third & Dutton						
Northbound Left				√		√
Northbound Through	√	√	√	√	√	√
Southbound Left				√		√
Westbound Left				√		√
Third & Wilson/Railroad						
Northbound Through	√					
Northbound Right		√	√	√	√	√
Southbound All Movements		√	√	√	√	√
Westbound Left		√		√		√
Third & Davis						
Southbound Left	√	√	√	√	√	√
Third & Morgan/US 101 NB Off Ramp						
Eastbound Left	√		√		√	
Wilson & Sixth						
Davis & Sixth						
Sixth & Morgan						
Westbound Left		√				

Note: Queuing calculated using the Highway Capacity Manual 2000 95th Percentile method.

Parking Demand

Impact 3.4-3

The Transit-Oriented Redevelopment project's planned land uses would be expected to have a peak period parking demand marginally higher (37 spaces) than the number of spaces required under the City's parking requirements. This would be a less than significant impact. (LS)

Based on the Transit-Oriented Redevelopment project's planned land uses, Table 3.4-15 shows the estimated peak period parking demand. Estimates were generated using *Parking Generation* [6] parking rates and were modified using project mode split factors (discussed in the Trip Generation section) and Urban Land Institute (ULI) shared parking factors:

As additional information, the City's *Long Range Transit Plan* (June 1990) recommends bus service improvements based on public input and technical analysis:

- Additional routes and route extensions building on the current system;
- Additional weekday and Saturday night service until 11 PM;
- New commute-oriented bus service during weekday peak hours only;
- Additional Sunday service (an hour earlier and later);

Impact 3.4-5

The Transit-Oriented Redevelopment project is intended to encourage transit ridership through its land use mix and proximity to potential future transit facilities. These project characteristics would increase the potential for use of public transportation and less reliance on the automobile. This would be a beneficial impact from the standpoint of reducing vehicular traffic, air quality and noise impacts. (B)

Mitigation Measure 3.4-5

No mitigation is specifically required. (B)

Non-Motorized Travel

Impact 3.4-6

The Transit-Oriented Redevelopment project would encourage transit ridership through potential planned pedestrian linkages throughout the project site and adjacent area, simultaneously improving pedestrian and bicycle access to downtown Santa Rosa. Furthermore, the project's land use mix, proximity to potential transit facilities and downtown activities, would also increase the potential for increased bicycle and pedestrian mode share. This would be a beneficial impact from the standpoint of reducing vehicular traffic, air quality and noise impacts (see also Impact 3.4-7 below). (B)

Mitigation Measure 3.4-6

Impact 3.4-6 regarding bicycle and pedestrian linkages is recognized as a beneficial impact. It is recommended that further site planning activities include Sonoma County Regional Parks personnel regarding securing trail easements and trailhead parking for completion of the Joe Rodota Trail system.

Mitigates:	Impact 3.4-6 (B)
Implementation:	Include in project design review and ultimately in construction drawings and specifications for the project.
Responsibility:	Transit-Oriented Redevelopment project design team, including the City of Santa Rosa, SMART, project developers, Design Review Board, Historic Railroad Square Association, and other agencies and organizations as determined necessary.
Monitoring:	City of Santa Rosa.

Impact 3.4-7

Detailed site planning for the Transit-Oriented Redevelopment project would be expected to include the consideration of new vehicular and pedestrian crossings of the Northwestern Pacific Railroad right-of-way tracks. These new proposed crossings would contradict current California Public Utilities Commission policies for new at-grade crossings and as such may not be feasible. This would be considered a significant site planning impact. (S).

The Transit-Oriented Redevelopment project is expected to plan for vehicular and pedestrian crossings from the project site to the railroad depot and Railroad Square area in general. However, after conferring with the Public Utilities Commission (PUC), it seems unlikely that any new railroad track crossings would be approved unless the crossings would be grade separated (i.e.; using tunnel undercrossings or bridge overcrossing). According to the PUC contact for the Santa Rosa area, new crossings of any type (motor or pedestrian), would need to go through the same review process and would fall under the same criteria for PUC approval. New crossings are rarely approved unless they are created in exchange for another crossing that is eliminated elsewhere.[7]

Mitigation Measure 3.4-7

Ensure that any planned rail track crossings for vehicles and/or pedestrians/bicyclists would be grade separated. (LS)

Mitigates:	Impact 3.4-7. (LS)
Implementation:	Include in project design review and ultimately in construction drawings and specifications for the project.
Responsibility:	Transit-Oriented Redevelopment project design team, including the City of Santa Rosa, SMART, project developers, Design Review Board, Historic Railroad Square Association, and other agencies and organizations as determined necessary.
Monitoring:	City of Santa Rosa.

Construction

Impact 3.4-8

Construction within the project site would require the use of heavy machinery for site clearing, grading, earth excavations, fills and building assembly. In addition, construction would require the delivery of building materials, paving materials, and construction workers on a daily basis throughout the project site, potentially disrupting local traffic flow depending on the specific area of construction. This would be a potentially short-term significant impact lasting throughout the construction period. (PS)

If not properly managed, grading and construction equipment and construction truck and worker traffic could generate potential traffic congestion and delays in the immediate area of construction, thus

hampering local traffic movement, particularly during the peak hours. This would include West Third Street, West Sixth Street, Wilson Street and other streets in the downtown and Railroad Square area.

Mitigation Measure 3.4-8

Detailed construction plans have not yet been prepared for the project. Prior to project construction, the City should require the preparation of a traffic management plan that would identify the timing and routing of all major construction equipment and trucking to avoid potential traffic congestion and delays on the local street network. It may be necessary to limit construction activities and materials delivery to off-peak hours, or determine access to particular areas of construction that would not conflict with local traffic circulation. This would reduce Impact 3.4-8 to a less than significant level. (LS)

Mitigates:	Impact 3.4-8 (LS)
Implementation:	Preparation of construction traffic management plan prior to release for bid of construction documents.
Responsibility:	Project developers.
Monitoring:	City of Santa Rosa.

Cumulative Development & Freeway Mainline and Ramp Levels of Service

Cumulative traffic growth, including regional growth, would generate level of Service "F" conditions on U.S. 101 south of Highway 12 during the PM peak hour prior to the year 2020. This has previously been acknowledged by the City of Santa Rosa as a significant unavoidable impact. The growth in freeway volumes is expected to bring a parallel growth in freeway ramp volumes and a degradation of ramp levels of service.

As noted in the Santa Rosa *2020 General Plan Transportation Element*, Table 5-1, projected PM peak hour levels of service within the Urban Growth Boundary in 2020 are:

- U.S. Highway 101 south of Highway 12: E/F
- U.S. Highway 101 north of Highway 12: D/E
- Highway 12 – Farmers Lane: E
- Highway 12 – Sonoma Highway: E

Freeway congestion due to cumulative development has been recognized by City officials for a number of years as unavoidable and a Statement of Overriding Considerations regarding cumulative freeway traffic impacts has previously been adopted by the City of Santa Rosa as Lead Agency under CEQA for various project EIRs including the Southeast Area Plan EIR (1993), Southwest Area Plan EIR (1994), and most recently the Southwest Santa Rosa Redevelopment Plan SEIR (Final SEIR, May, 2000). In addition, a freeway congestion Statement of Overriding Considerations was adopted during the Santa Rosa Vision 2020 General Plan approval process. These Statements of Overriding Considerations are in the record and may be so noted with respect to cumulative traffic.

The California Department of Transportation (Caltrans) recently completed Project 1 of six projects proposed to improve US 101 in Sonoma and Marin Counties. Project 1 added a third travel lane in each direction on US 101 between Wilfred Avenue in Rohnert Park and State Highway 12 in Santa Rosa. The extra lanes are designated as car pool lanes during the weekday morning and evening peak periods. Project 2 will continue the added carpool lanes between Highway 12 and Steele Lane. The project is fully funded and is currently in the environmental review stage. Construction is expected to begin in 2005. Project 3 will continue the added carpool lanes between Rohnert Park Expressway and Wilfred Lane. The project is fully funded and is currently in the environmental review stage. Construction is expected to begin in 2005, although it could be delayed by one to two years due to the State's current budget problems. Project 4 will continue the added carpool lanes between Steele Lane and Windsor River Road. Funds are available for environmental and engineering work. The EIR/EIS is due for public/agency review in 2005. GARVEE bonds will be used to fund construction, which is anticipated for 2005. Project 5 will continue the added carpool lanes between Old Redwood Highway North in Petaluma and Rohnert Park Expressway. Funds are available for environmental and engineering work. The EIR/EIS is due for public/agency review in 2005. GARVEE bonds will be used to fund construction, which is anticipated for 2005. An additional project will include the construction of Highway 101 to full freeway standards from Highway 37 in Novato (Marin County) to Old Redwood Highway North in Petaluma. Funds are available for environmental, engineering and right-of-way work. Construction funding is still needed. The project will likely be done in phases with construction beginning in approximately 2007.

For freeways, the Sonoma County Transportation Authority (SCTA) has established a LOS "E" standard. Caltrans likewise has an informal standard of accepting LOS "E" during peak hours in urban areas. Consequently, the standards of significance for freeways would be worse than "E".

Table 3.4-17 shows LOS results for the study area freeway ramps for cumulative conditions (no transit and transit reductions) both with and without Transit-Oriented Redevelopment project trips. The projected traffic volumes that would be produced by cumulative conditions are expected to bring the Seventh Street on-ramp to northbound U.S. 101 and the Third Street off-ramp from NB U.S. 101 to LOS "F" without the inclusion of project-generated trips. The project's contribution to worsening the LOS would be negligible.

Table 3.4-17
Cumulative No Project and Cumulative With Project Estimated Freeway Ramp Levels of Service HCM 2000 Method

	Cumulative (No Project) PM Peak***				Cumulative + Project PM Peak***			
	No Transit Adj.		Transit Adj.		No Transit Adj.		Transit Adj.	
Intersection	LOS	Density*	LOS	Density*	LOS	Density*	LOS	Density*
1 Seventh Street On-Ramp to NB U.S. 101	F	46.9	F	46.9	F	47.5	F	47.5
2 Third Street Off-Ramp from NB U.S. 101	F	51.6	F	51.8	F	51.8	F	51.8
3 Third Street On-Ramp to SB U.S. 101/WB Hwy. 12 Connector	C	24.9	C	24.9	C	25.1	C	25.1
4 Third Street On-Ramp to SB U.S. 101**	C	0.60	C	0.60	C	0.60	C	0.60

*Density = Passenger Cars per Lane Per Mile during peak hour.
**Measure of Effectiveness for ramps with own receiving lane on freeway calculated by volume to capacity ratios.
***Cumulative PM Peak freeway volumes are 2020 projected volumes obtained from the Sonoma County Travel Demand Model.

Endnotes — Traffic and Circulation

1 Classifications are shown on the "General Plan Land Use Diagram" accompanying the General Plan, adopted by the City Council June 18, 2002. *Santa Rosa 2020: General Plan.*

2 Based on published schedule, effective August 2002.

3 Based on City of Santa Rosa, "Update of the Bicycle and Pedestrian Master Plan", August 2001, page 3-2.

4 Based on discussions with Fred Jacobs, City of Santa Rosa (707) 543-3788 on 11/24/03.

5 Information provided by Coleen Ferguson, Supervising Engineer, City of Santa Rosa Public Works Department, email to Ellena Cassie, City of Santa Rosa Department of Housing and Redevelopment, December 18, 2003.

6 Institute of Transportation Engineers, *Parking Generation*, 2nd Edition.

7 Communications with Dave Stewart of the California Public Utilities Commission (916) 324-7134 on 11/20/03 and 12/1/03.

3.5 VISUAL QUALITY AND COMMUNITY CHARACTER

Introduction

This section of the EIR examines the visual quality and community character implications of constructing the Transit-Oriented Redevelopment project and buildout of the project site. It is important to note as explained previously, the land use concept as described in Section 2, *Project Description*, is conceptual in nature coinciding with the conceptual nature of the redevelopment project programs. The formation of a Redevelopment District is planned by the Redevelopment Agency based on the adoption of a Redevelopment Plan by the City Council for the Transit-Oriented Redevelopment project. The project would be built out in accordance with the Santa Rosa 2020 General Plan and General Plan Land Use Diagram, and as further conditioned under the goals and policies of the *Railroad Square Plan*. Ultimately, it is anticipated that detailed site development plans for the Transit-Oriented Redevelopment project site would be developed after a Redevelopment District is formed in accordance with enabling statutes. Detailed site development plans would implement the general plan by creating a bridge between general plan policies and individual development proposals. Development proposals would be solicited and Disposition and Development Agreements formed with participating developers. This analysis therefore addresses the land use concept as described in this EIR with the understanding that further details regarding parcel-specific development, architecture, civic spaces, pedestrian areas, building heights, building configurations, landscape development and other features of the overall project are yet to be developed and designed.

Anticipated changes in visual conditions and community character with buildout of the Transit-Oriented Redevelopment project are examined. The term "community character" refers to the overall impression of new development in combination with existing area development one would expect to obtain upon project buildout. It is recognized that the perception of visual conditions and the assessment of visual impact would vary, depending on the mind-set of the viewer and individual sense of aesthetics, as explained further herein. However, standards of impact significance are established on which to base the assessment of visual impact.

Setting

Project Area and Surroundings

The Transit-Oriented Redevelopment project site is located in the most westerly portion of downtown Santa Rosa, within the Railroad Square Plan area. The 5.68-acre SMART parcel making up the east portion of the project site inclusive of the Northwestern Pacific Railroad right-of-way and existing tracks comprises about one-half the project site. The urban landscape surrounding the north and east sides of the project site is visually diverse because of the relative variety of architectural styles and mixture of open and closed spaces that currently exist. The Santa Rosa Creek corridor surrounding the south and west margins of the project site, because of its configuration as a substantial channel within the landscape setting, defines the west margin of the urban downtown area and project site.

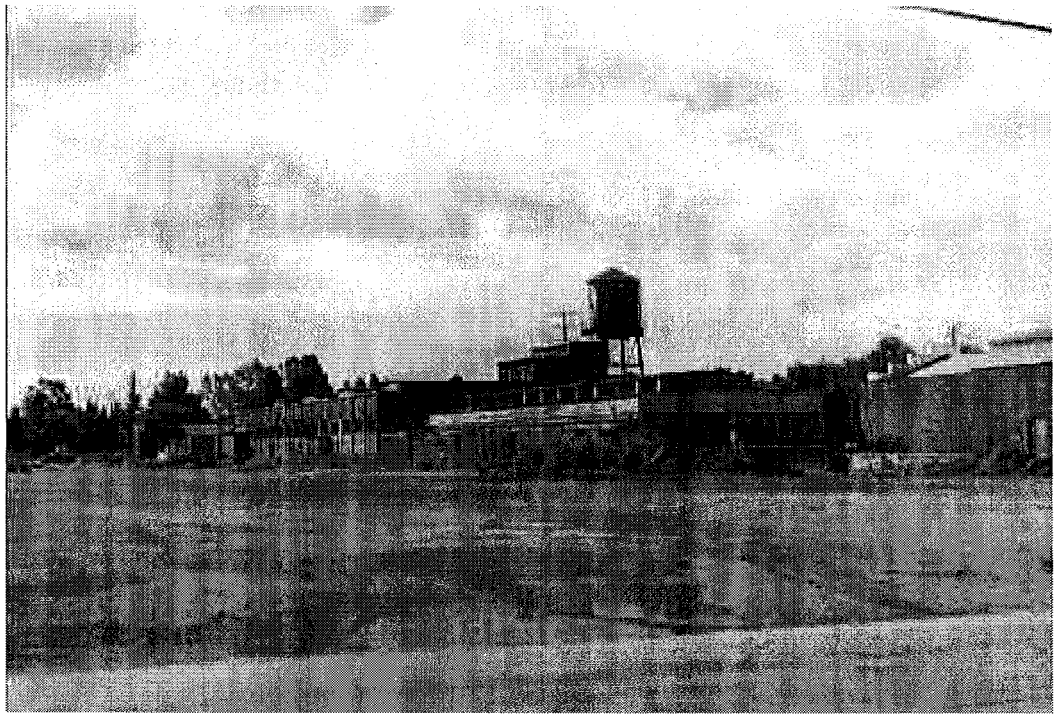
West 3rd street is the major east-west roadway serving the project site connecting directly with the downtown east of U.S. Highway 101 and Santa Rosa Plaza, the City's core pedestrian civic landscaped open space. To a lesser extent, West 6th Street provides access to Santa Rosa Plaza and the Mall, a large regional shopping center adjacent Highway 101, much of which is situated above the local roadway network, including 4th Street. Highway 101 as a visually prominent elevated structure that defines the eastern limit of the Railroad Square Preservation District and visually separates the Preservation District from the balance of the downtown area east of Highway 101, although commercial land uses on both sides of Highway 101 are collectively referred to as downtown.

The *Railroad Square Plan* was conceived "To develop the Railroad Square area as an active and successful historic specialty shopping center."[1] In the Railroad Square Plan, Railroad square is defined as Santa Rosa's "Old Town" and "Its potential for an historic tourist/commercial district has been recognized for some time ----. In the past few years renovation activity gradually has increased to the point where private investors needed an overall plan to follow in order to enhance their revitalization efforts."

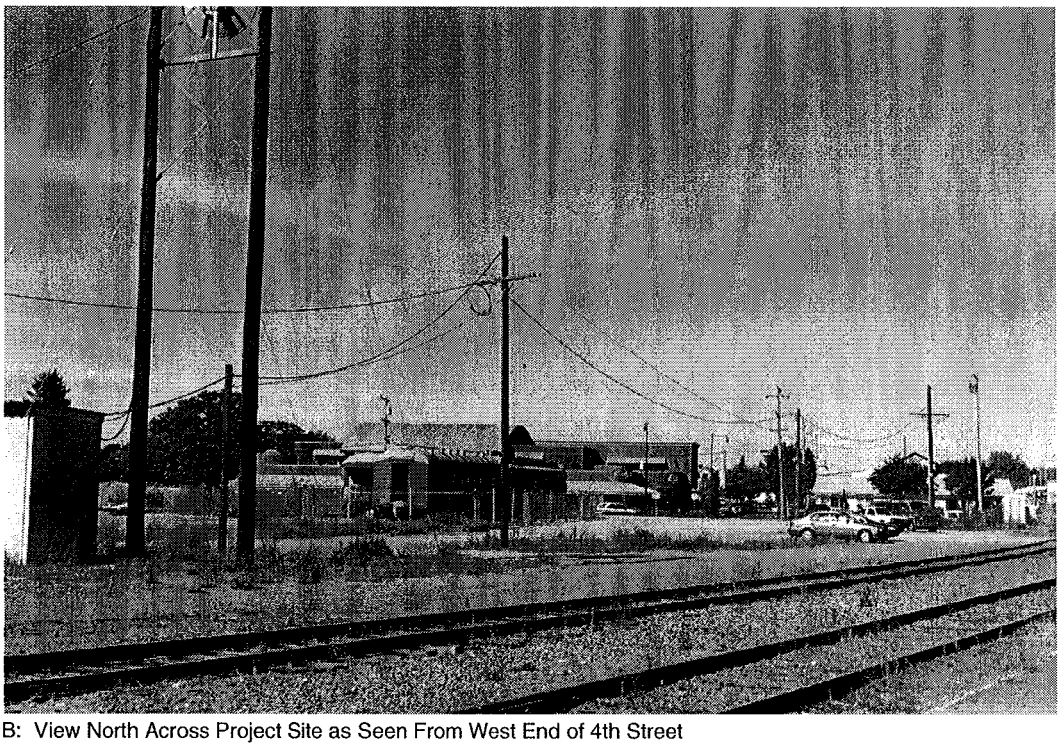
While much of the Railroad Square area was settled at the turn of the century, most of the buildings in Railroad Square were demolished in the 1906 earthquake. The buildings that survived the earthquake were the double-brick warehouses at 46 W. Sixth Street (1888), the Western Hotel, and the Northwestern Pacific Railroad Depot. Many buildings in Railroad Square have been rehabilitated or adapted for new uses, and the area currently contains a mixture of commercial, retail, and industrial/transportation uses, as well as a few vacant lots (see Section 3.2 of this EIR, *Land Use*). As the Railroad Square Plan notes: "west of the tracks is the present warehouse and light industrial area. Rehabilitation efforts have not yet occurred. The buildings here are masonry industrial warehouse structures. This area is proposed as an eventual expansion zone for the core area. Timing for expansion west of the tracks is when the core area is substantially renovated, or when development west of the tracks can clearly benefit the specialty shopping center, ---."[2]

The Transit-Oriented Redevelopment project site retains to this day the characteristics as noted above in the *Railroad Square Plan*. While a number of buildings and structures contribute to the historic significance of Railroad Square as a National Register Historic District, four of these contributory buildings are located on the project site; the double-brick warehouse at 46 W. 6th Street, the former Cal Pack canneries at 3 W. 3rd and 60 W. 6th Streets, and an associated steel water tower (Figure 3.5-1A). The four contributory buildings are important elements that characterize the visual and architectural aspects of the District, and are described as "Buildings and Sites of Major Focal Point" in the National Register Nomination Form. The remainder of the project site is vacant, except for the presence of tracks within the Northwestern Pacific Railroad right-of-way, remnant railroad spurs extending through the property and several railroad passenger coaches surrounded by chain link fencing currently undergoing interior renovation (Figure 3.5-1B). Vegetation is notably lacking except for seven evergreen pear trees along West 6th Street and a walnut tree near Santa Rosa Creek.

Overall, the project site appears unused and in a state of disrepair and neglect in its current condition. The project site's vitality and importance as an early 1900's produce packing and shipping facility have



A: Historic Buildings on the Project Site



B: View North Across Project Site as Seen From West End of 4th Street

SOURCE: EIP Associates

EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 3.5-1: PROJECT AREA PHOTOGRAPHS

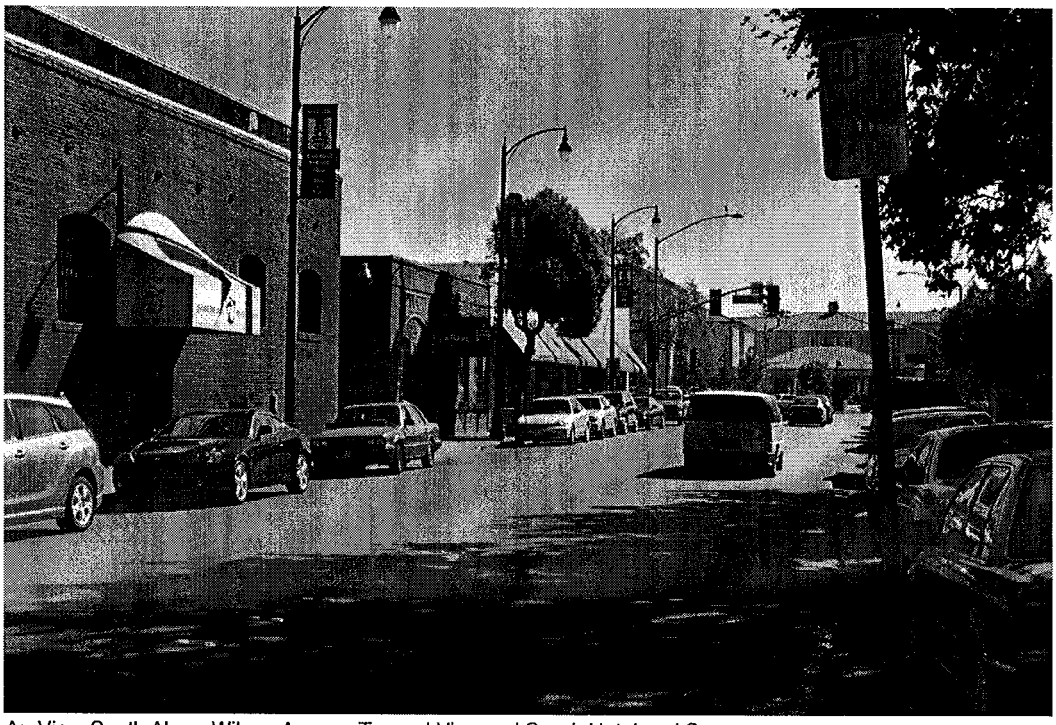
disappeared. For example, "Cal Pack" was the largest industrial employer in Santa Rosa, employing a total of 425 people at its Santa Rosa and Healdsburg plants, and was the industrial hub of Santa Rosa's Westside in the packing season, operating from the project site between the railroad tracks and Santa Rosa Creek, and West 3rd and West 6th Streets.

The Railroad Square Preservation District, with its many renovated brick and stone buildings representing the City's development as a transportation and industrial hub from 1870 to 1925, contains many retail shops inclusive of antique shops, jewelry shops, stores with curios and miscellaneous goods and restaurants frequented by local residents and those from out of town (figure 3.5-2A). The District, generally bounded by U.S. 101 on the east, West 6th Street on the north, West 3rd Street on the south and Santa Rosa Creek on the west, retains the look and feel of Santa Rosa during an earlier era because of the brick and stone building materials, rectangular building shapes, early design styles prevalent in building fenestration (windows), cornices and related building details. Structures are typically one to four stories in height. A significant structure because of its location adjacent the railroad tracks is the single-story Northwestern Pacific Railroad Depot constructed of locally-quarried stone in 1904 (Figure 3.5-2B). Other nearby stone buildings include the four-story La Rose Hotel opposite the Depot (1907), the Western Hotel (1903), and the REA Express Building (c. 1915). Throughout the District, on a busy weekend people may be found milling about, frequenting the restaurants and shops that exist in the area.

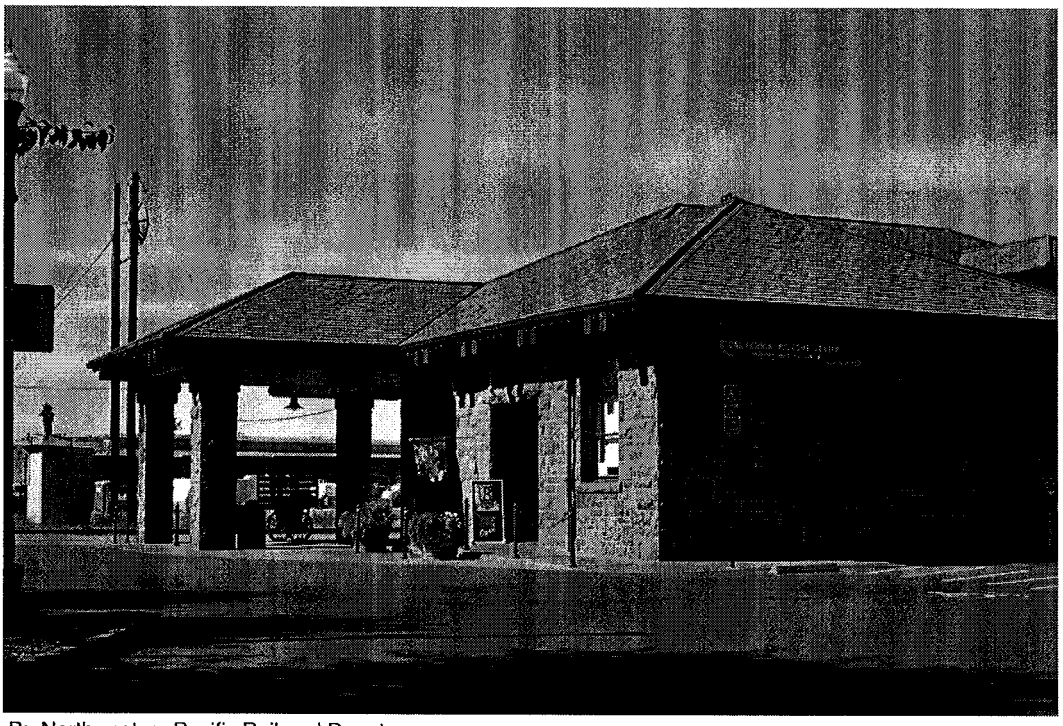
The Santa Rosa West End Preservation District is located immediately north from the project site, bounded by W. 6th Street on the south, W. 9th Street on the north, the railroad tracks on the east, and Dutton Avenue to the west. The West End Preservation District contains numerous residences constructed primarily during the early part of the twentieth century representing many architectural styles, including Craftsman Bungalow, Queen Anne Cottage, Colonial Revival, and Vernacular.

Immediately south of Railroad Square fronting West 3rd Street is located the recently constructed Vineyard Creek Hotel and Spa, a three-story structure of beige stucco and tile roofs retaining a Mediterranean architectural style. To the west of the Vineyard Creek Hotel bounded by West 3rd Street on the north and Railroad Street on the east is the Courtyard Marriott hotel, a building of contemporary design, mild yellow beige in color with a metal roof and five floors in height. Both hotel parcels are landscaped with a variety of plant materials including redwood trees and other ornamentals.

As mentioned above, although much of the project site is undeveloped and appears in a state of disuse, among the fifteen buildings and structures that contribute to the historic significance of the Railroad Square National Register Historic District, four of these contributory buildings/structures are located on the project site. The four contributory buildings/structures are among the largest and bulkiest structural elements in the Railroad Square area. The 40,000 gallon steel-frame water tower adjacent to the 60 West 3rd Street building is a prominent landmark and forms the terminus of an east to west view corridor along 4th Street through the central portion of Railroad Square (Figure 3.5-3A). A single-story wood frame and concrete block warehouse at 2 West 3rd Street (south side of West 3rd Street) on the Berkowitz parcel within the project site does not assume the visual significance of the structures noted above located immediately north of West 3rd Street on the project site (figure 3.5-3B).



A: View South Along Wilson Avenue Toward Vineyard Creek Hotel and Spa



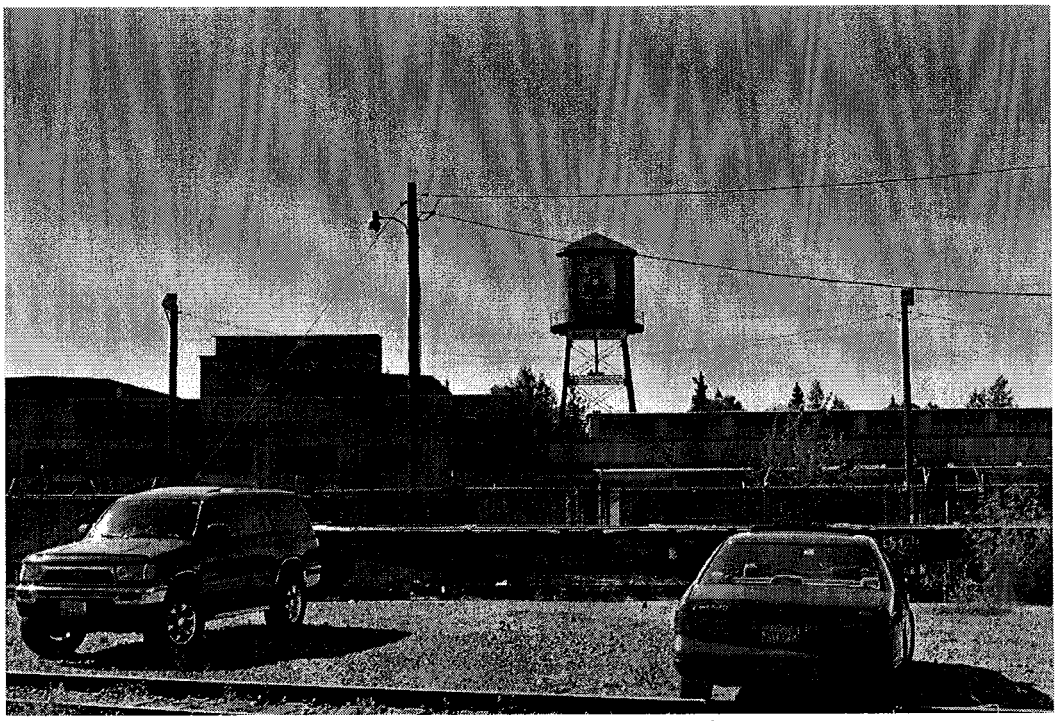
B: Northwestern Pacific Railroad Depot

SOURCE: EIP Associates

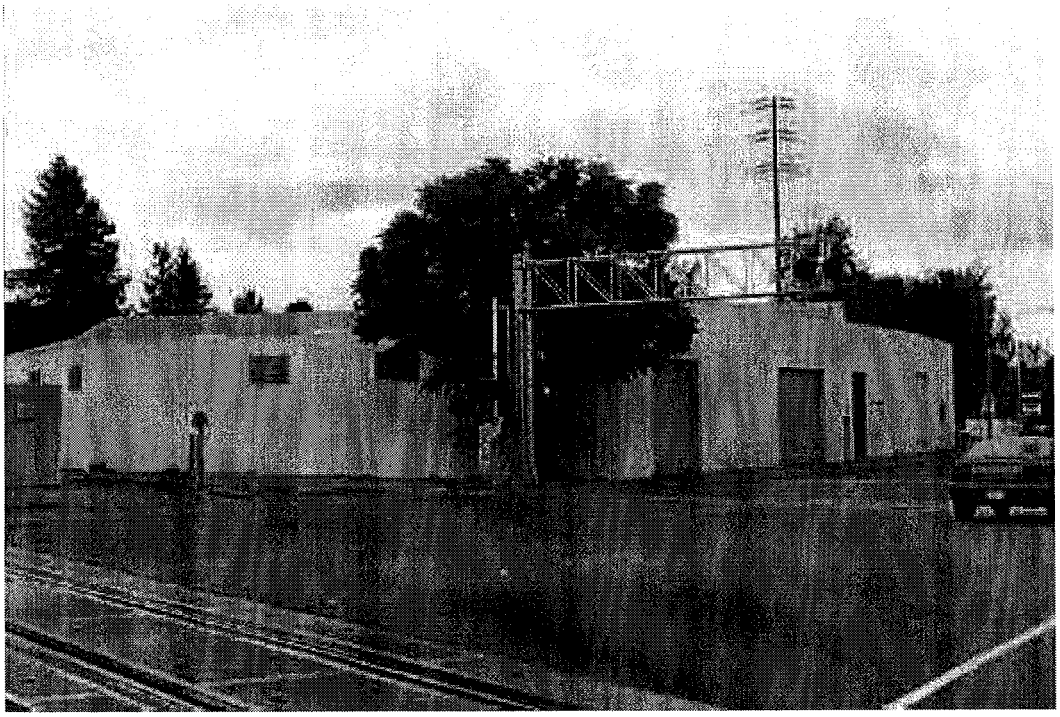
EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 3.5-2: PROJECT AREA PHOTOGRAPHS



A: View West Across Project Site From West Terminus of 4th Street View Corridor



B: Structure at 2 West 3rd Street

SOURCE: EIP Associates

EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 3.5-3: PROJECT AREA PHOTOGRAPHS

Within the railroad square area, visual interest is focused on the buildings, storefronts and streetscape because of the intensity of development. Views to regional hillsides and outlying areas are notably lacking because of the urban environment and intervening structures that control and direct views along the area's street corridors. However, because much of the Transit-Oriented Redevelopment project site is undeveloped, views to historic structures near Santa Rosa Creek remain relatively unobstructed from the vicinity of the railroad depot and west terminus of 4th Street.

Overall, a major visually significant component of Railroad Square is found in the period architecture of the buildings. In addition, visually unifying elements include the relatively low profile of the buildings and earthen materials used in their construction. The buildings touch the sidewalk edge and closely define the grid street system thus promoting a pedestrian focused environment. Some of these elements carry over to the structures found on the west side of the Transit-Oriented Redevelopment project site. However, at the current time, the undeveloped and neglected portions of the project site do not contribute in a positive way to the architectural and pedestrian amenities found in the Railroad Square area as a whole that provide a sense of "place".

Impacts and Mitigation Measures

Introduction

Visual conditions surrounding and within the Transit-Oriented Redevelopment project site result from the interplay of developed and undeveloped conditions, which vary considerably from point to point depending on viewer location. The future appearance (and thus visual quality and community character), of the Transit-Oriented Redevelopment project site and relative effects of site development on the surrounding environment would be the result of existing conditions plus future development as time passes.

Standards of Significance

Visual quality is the perceived aesthetic value of an area and is based on a combination of inherent natural features and physical conditions, either natural, man-made or both. The analysis of visual quality considers many elements that establish the character of the scene. These include the shape of the land, existing vegetation, water, color, structural elements and light among other considerations. In addition, the alteration or disturbance of the existing landscape over time is to be considered. Finally, changes resulting from a proposed action or series of actions are evaluated. Aspects of community character, or what a community appears to represent or signify to the observer result from the interplay of the physical elements that lead to the judgement of visual quality.

Visual quality and the aesthetic value of a given location in its current condition is also a subjective judgement by the observer. The standards for determining the significance of visual impact from development are based on professional judgements and commonly accepted urban planning and design principles, and include the following:

- Visual impact would be measured by the amount of visual change either positively or adversely affecting an area's perceived aesthetic value or conditions of the setting. A highly visible change resulting from constructing a project that is incompatible with the setting or is not pleasing to look at would constitute a significant adverse visual impact. Factors to be considered include the physical layout of constructed elements with respect to each other and existing structures, the open and closed spaces so defined between structural elements, the density or intensity of development, scale relationships between existing and proposed structures, site landscaping, and other features of development. For example, significant differences in mass or form or open space between existing and new structures would be expected to generate adverse visual impacts under normal circumstances.
- The obstruction of an important view or scenic vista from any location where people gather would be considered a significant adverse visual impact.
- Adverse visual impacts would normally be expected to result from the removal of vegetation originally intended to enhance the appearance of the constructed environment.
- Visual impact would result if new sources of substantial light or glare were created that adversely affect nighttime views.

Project Evaluation

In considering the visual impact of implementing the Transit-Oriented Redevelopment project, viewpoint location with respect to the project site would influence visual impact perception. The elements of building height, color, density of building placement, open space, lighting, paving design and associated pedestrian amenities would have the greatest visual influence from close-in viewpoints. As the observer moves away from the site, specific details regarding the physical elements of the project would become less important in defining visual impact, while building mass, street alignments and view corridors would remain of importance.

Impact 3.6-1

Buildout within the project site would result in the conversion of currently undeveloped land to urban development, extending the pattern of development east of the Northwestern Pacific Railroad tracks to the existing structures that currently border the Santa Rosa Creek corridor. Overall, the change in visual appearances within the project site would be expected to be significant, and could contrast with the adjacent, established, less intensively developed land parcels outside the project site to the north and east. This would be a potentially significant impact. (PS)

Project construction would introduce into the undeveloped portions of the project site new buildings for a mix of residential and commercial land uses. Buildout under the General Plan could yield up to 80 residential units per acre (maximum intensity on the Berkowitz parcel) and up to 200,000 gross square feet of commercial space on the SMART parcel. Buildings could range up to five stories in height inclusive of parking at the ground level, but would not be inconsistent with five-floor height of the nearby Marriott hotel or four-floor height of the La Rose hotel opposite the railroad depot.

New urban development would be established on those portions of the project site that currently exist as undeveloped landscape. To the extent the existing structures or portions thereof near the margin of Santa Rosa Creek would be preserved for reuse, the historical significance of the structures would be

preserved in recognition of Railroad Square as a National Register Historic District. Retaining the water tower as a landmark structure would assist in preserving a regional landmark for purposes of area recognition.

Along with new building structures, there would also be increased pavement provided for road construction, parking areas, sidewalks and bikeways. Site landscaping would be provided for visual interest, to identify civic and outdoor spaces, site enhancement and erosion control. Area lighting would be provided for nighttime safety and security. It is presumed that views to the existing historic buildings would be blocked from various areas within Railroad Square unless adequate view corridors were to be maintained.

However, buildout of the project site would be consistent with the concept of urban infill development within an established downtown to reduce pressure for development in outlying areas. It is noted that a benefit of the project would be the enhancement of visual conditions through the removal of on-site debris and discarded items, fences and artifacts related to past utilitarian land uses that no longer play a role in the local economy. With project construction, residents fronting West 6th Street would no longer view a vacated landscape or areas interior to the project site, inclusive of most of the existing historic building structures because the new residential and commercial structures would obstruct views toward the site's interior. Landscape development consisting of street trees, shrubs and ground covers serving as foil to the constructed environment would assist in screening and buffering views to new building elements, enhance the pedestrian scale and provide seasonal color and texture. No residences exist on the south margin of the project site. The Santa Rosa Creek corridor defines the west and south margins of the project site as noted previously. Residential development further west of the creek itself may be provided views of taller building structures on the project site, depending on intervening vegetation, location, distance, development profiles on the site and other characteristics of site development.

Mitigation Measure 3.5-1

Planning and design of the project to occur on the Transit-Oriented project site parcels should be in accordance with the relevant provisions of the *Railroad Square Plan* and conform to the Goals and Guidelines for neighborhood and community design as contained within the City of Santa Rosa *Design Guidelines* whose purpose is to implement the *Urban Design Element* of the City's General Plan.[3] The Design Guidelines are intended to provide a clear set of design policies to project sponsors and designers for project proposals to be considered by Department of Community Development staff, boards, commissions and the City Council to evaluate project proposals. Considerations include concepts of overall neighborhood design and structure; block and street patterns; transitions in development densities between neighborhoods; off-street parking configurations; pedestrian and bicycle circulation; building design variety, form, colors and materials; open space areas, civic spaces, landscaping and lighting; view corridors and landmark features; and other components of community design. The *Design Guidelines* are intended to supplement any project-specific guidelines or standards that may have been adopted in conjunction with the approval of any plan such as a Policy Statement. A design objective should be to ensure that future projects within the Transit-

Oriented Redevelopment project site are visually compatible with the scale, density and architectural format of surrounding development, including the West End Preservation District and Railroad Square Preservation District.

Conformance review during the City's Design Review process prior to the issuance of grading and construction permits would help to ensure that Impact 3.5-1 would remain less than significant. (LS)

Mitigates:	Impact 3.5-1 (LS)
Implementation:	Design development, prior to construction.
Responsibility:	Project developer and architects in consultation with Santa Rosa Department of Community Development, Department of Housing and Redevelopment, and Design Review Board.
Monitoring:	City of Santa Rosa.

The implementation of Mitigation Measure 3.5-1 should at a minimum consider the following visual quality and community character features, not to the exclusion of other features, as expressed through comments received on the Notice of EIR Preparation and at the public scoping meeting of October 22, 2003. The objective would be to avoid potentially significant adverse visual quality and community character impacts as outlined in the Standards of Significance criteria above.

- Ensure that the scale of buildings reflects the surrounding neighborhoods, and is compatible with adjacent structures.
- Achieve architectural compatibility among buildings on the project site and between buildings on the site and existing structures surrounding the site.
- Design parking structures not to look like parking structures, and to reflect established historical building themes.
- Consider establishing parking below ground level out of public view.
- Ensure design consistency with the concepts for interaction between development in the project area and Santa Rosa Creek between Olive/Railroad Street and Pierson Street as expressed in the Conceptual Plan for the Pierson Reach of Santa Rosa Creek adopted by the City Council.
- Maintain a 4th Street corridor looking west.
- Establish the water tower as a focal point and landmark.
- Establish a sense of arrival, a sense of entry and exit for transit riders.
- Orient housing to Santa Rosa Creek.
- Ensure that new lighting does not introduce glare or point sources of light interfering with nighttime views throughout the project vicinity.

Impact 3.5-2

Building demolition, site excavation and the construction of buildings, public areas and infrastructure (sewers, water supply), would require the movement of earth, materials stockpiling

and storage and the use of construction equipment which could appear inconsistent with the setting. This would be a short-term visual impact, lasting during the actual period of construction at specific locations within the project site. Given the existing appearance of the project site and the temporary nature of construction processes, this is considered a less than significant impact. (LS)

Mitigation Measure 3.5-2

Although Impact 3.5-2 would be less than significant, the following mitigation measure is provided to improve the appearance of site construction conditions. The stockpiling and storage of construction materials and equipment prior to use and installation should be minimized to the extent practicable. Although construction staging areas have not been designated at this time, such staging areas should be located as close to or within the area of construction on the project site as possible, out of the way of community traffic and pedestrian use. (LS)

Mitigates:	Impact 3.5-2 (LS)
Implementation:	Project construction phase. Include mitigation requirements in the project construction plans and specifications.
Responsibility:	Project contractor in collaboration with the developer.
Monitoring:	City of Santa Rosa.

Cumulative Development

Overall, compared to existing conditions, with completion of the Transit-Oriented Redevelopment project, visual change west of the Northwestern Pacific Railroad tracks would be substantial. As infill urban development, the visual change would not necessarily be considered as adversely affecting the area's perceived aesthetic value if Mitigation Measure 3.5-1 is implemented as stated above. Much of the project site is not currently productively used and contains utility poles, debris, fencing and other stored materials. The removal of these materials from view would be expected to enhance site appearances and allow for site development in full recognition of future projects that may be proposed to augment downtown Santa Rosa in the future. It is expected that with the successful implementation of Mitigation Measure 3.5-1, the physical layout and arrangement of building structures, including the retention of existing historic building facades, would generally be complementary in their height and structural mass thus maintaining scale relationships within the Railroad Square area. Maintaining the 4th Street view corridor terminating with the water tank on the west portion of the project site would assist in reducing the apparent extent of new development that could occur on the site.

Endnotes — Visual Quality

1 *Railroad Square Plan*, January 10, 1979, adopted by Resolution No. 13709 of the Santa Rosa City Council on February 20, 1979, page 3.

2 Op.Cit., page 5.

3 City of Santa Rosa, *Design Guidelines*, prepared by Alan B. Cohen, Architect AIA, September, 2002.

3.6 PUBLIC SERVICES

Introduction

This section addresses potential impacts of the proposed project on public service providers. The subject areas include police, fire and emergency services, schools, and parks and recreation. The project as would affect public services is addressed at its maximum buildout potential under the General Plan, as further described in Section 2, *Project Description.*

Setting

Police[1]

Police services in the project area are provided by the Santa Rosa Police Department (SRPD), with mutual aid provided on an as-needed basis from neighboring law enforcement agencies. The SRPD is headed by the Chief of Police and is comprised of four major divisions: Area and Operations, Investigative Services, Personnel Services, and Records and Communications Services. Under these divisions are included special sections and units, staffed by employees and sworn officers. There is a total of 175 sworn officers and seven civilian staff.[2]

The Santa Rosa Police Department is currently divided into two sections covering nine beats: The Area and Operations West Division and East Division. The West Division encompasses two swing and two graveyard patrol teams. The East Division is comprised of three day shift patrol teams. Specialized units are collateral duty assignments, staffed only during call-outs or training by officers who are assigned full time to patrol, traffic or investigations. The traffic section is comprised of two units, a traffic enforcement unit and an accident investigation unit. Also assigned to the traffic section are the abandoned vehicle abatement program, which is run by a police field and evidence technician. The traffic enforcement unit, or motor unit, has a sergeant and seven motorcycle officers. The motorcycle officers are responsible for traffic enforcement throughout the City, including all high accident areas, congested areas, and complaint areas. The Transit-Oriented Redevelopment project site is located within the Downtown Beat.

General Plan Policy PSF-E-1 calls for the Police Department to provide for citizen safety through an expedient response to emergency calls. The police response goal is 6 minutes for emergency calls, 14 minutes for urgent calls, and 32 minutes for routine calls. In 2001, the Department received 107,246 calls for service, with an average response time of 8 minutes for emergency calls, 16 minutes for urgent calls, and 40 minutes for routine calls. In 2002, 113,102 calls were received, and average response times were 9 minutes, 18 minutes, and 43 minutes for emergency, urgent and routine calls, respectively. The records show that the established goals are not currently being met, and that average response times for each class of calls for service are increasing, rather than decreasing.

The Transit-Oriented Redevelopment project site is an underdeveloped part of the West End Neighborhood, a well-established residential community which formed a neighborhood association in

the mid-1980s.[3] In the vicinity of West 6th and Wilson Streets (adjacent to the northeast corner of the project site and within the West End Neighborhood) are two facilities serving the indigent population of Santa Rosa: Redwood Gospel Mission (Rescue Mission), which provides shelter for up to 35 men each night, and the St. Vincent de Paul Society soup kitchen, which provides free meals. Some of the homeless people that use these facilities are known to congregate during the day at the project site, and illegal overnight camping in cars is not uncommon. While these types of activities frequently result in calls to the Police Department, there is no direct correlation to more serious criminal activity in the neighborhood.[4] According to the sergeant familiar with this beat, the demand for police services in this area is not substantially greater than elsewhere in Santa Rosa, and other areas where gang activities occur regularly generate a greater demand for police protection services than the West End Neighborhood.

Fire and Emergency Services[5]

Fire protection services in the project area are the responsibility of the Santa Rosa Fire Department (SRFD). The SRFD serves the City of Santa Rosa as well as the Roseland Fire Protection District through a contractual agreement, a total population of approximately 158,000 within an area of approximately 43 square miles. The SRFD is staffed by 128 sworn and seven civilian employees, including one fire chief, one deputy chief, one fire marshal, one division chief for training and safety, three battalion chiefs, six fire inspectors, one fire protection engineer, one administrative assistant, 34 fire captains, 72 firefighters, one administrative secretary, four senior administrative assistants, one public education coordinator, and one administrative technician.

The SRFD is organized into three Divisions: Administration, Fire Operations and Fire Prevention. The Administration Division provides for the overall management of the Department by the development of new programs, the promotion of life safety and environmental protection, the provision of administrative support for SRFD personnel, and the administration of the Roseland Fire District contract.

The Fire Operations Division is responsible for responding to emergency incidents. These incidents include fires of all types, medical emergencies, and hazardous material incidents. To provide a timely response, eight fire stations are strategically located throughout the City and the Roseland District. Each fire station houses an Engine Company and is staffed 24 hours per day. Each of the nine engine companies is staffed with a captain and two firefighters. Additionally, Headquarters and Station 3 each house two ladder trucks with three firefighters and a captain.

Fire stations located closest to the project site, and that would provide first response to any emergency, are Headquarters/Fire Station 1 (955 Sonoma Avenue in the Downtown area) and Fire Station 8 (830 Burbank Avenue in the Roseland/Southwest area).

The SRFD does not currently have a defined "adequate" level of service standard. However, General Plan Policy PSF-E-1 calls for the Fire Department to provide for citizen safety through expedient response to emergency calls. The fire response goal is 4 minutes to 80 percent of emergency calls, 5 minutes to 90 percent of emergency calls, and 6 minutes or less to all emergency calls. In 2001, the

Santa Rosa Fire Department responded to 16,341 emergency incidents. This is a seven percent increase over the previous year, and a 75 percent increase over the last 10 years. The majority of these calls, approximately 69 percent, were for emergency medical care. The Fire Department's average response time for Code 3 (emergency) calls in 2002 was 4 minutes and 38 seconds. In comparison to the General Plan response time goals, during 2002 32 percent of emergencies received a 4-minute or less response time, 62 percent received a 5-minute or less response, and 86 percent received a 6-minute or less response time. The Santa Rosa Fire Department is currently unable to meet the General Plan response time goals.[6]

The General Plan also set forth Policy PSF-E-6, calling on the SRFD to develop two new fire stations, one in southwest and one in southeast Santa Rosa. The General Plan stated that the City has sites for these stations at 1955 Northpoint Parkway, and on the south side of Kawana Springs Road just east of Petaluma Hill Road. Since certification of the General Plan EIR, the Fire Department has conducted a deployment analysis, identifying improvements needed in Fire Department infrastructure and response configuration.

Schools[7]

Santa Rosa City Schools includes the Santa Rosa Elementary School District (grades K-6) and the Santa Rosa High School District (grades 7-12). These districts comprise 12 elementary schools, 5 middle schools, 5 high schools, 4 "necessary small" high schools, and 2 continuation schools. In addition to the Santa Rosa Elementary School District, eight other "partner" elementary districts (grades K-6) exist in the greater Santa Rosa area. These include Piner-Olivet, Mark West, Rincon Valley, Bennett Valley, Bellevue, Wright and Roseland Elementary Districts.

During the 2001-2002 school year, Santa Rosa City Schools had a total district enrollment of 17,415, slightly lower than the preceding school year enrollment of 17,807. The Santa Rosa 2020: General Plan noted that many schools serving residents of Santa Rosa are currently at or near capacity, and that district boundaries are adjusted periodically based on shifts in the school-age population. The number of students enrolled in Santa Rosa schools is expected to increase by approximately 2,600 by the year 2020, assuming a citywide population of about 195,300, and State Department of Finance age distribution cohorts and school enrollment data. Most of these increases are expected to occur at the middle school and elementary school levels.

Students in the project area attend Abraham Lincoln Elementary School (grades K-6 at 850 West 9th Street), Santa Rosa Middle School (grades 7-8 at 500 E Street), and Santa Rosa High School (grades 9-12 at 1235 Mendocino Avenue). According to school officials, each of these schools is at or near capacity, and each has portable classrooms located onsite to accommodate existing enrollment.[8] There are no current plans for the expansion of any of these schools.

Parks and Recreation[9]

The Recreation and Parks Department of the City of Santa Rosa maintains and administers the City's park system and recreation facilities and programs. This department plans, promotes, and supervises

recreation and leisure programs and services for youth and adults. In 2001, the City of Santa Rosa had a total of 468 acres of neighborhood and community parks, 222 acres of undeveloped parkland, and 12 additional community and/or recreation facilities. Two additional parks – Spring Lake County Park (320 acres, including the 72-acre lake) and Annadel State Park (5,000) – are not operated by the City, but enhance and complement recreational opportunities available to city residents.

Neighborhood parks are generally located within one-half mile of the residents they serve. Community parks serve residents throughout the City and contain specialized recreational facilities such as ball fields and tennis courts. Community parks are sited so that most residents will be no further than one mile from a community park facility.

In addition to neighborhood and community parks, Santa Rosa has two community centers (the Steele Lane Community Center and the Finley Community Center), two aquatic facilities (the Ridgeway Swim Center and the Finley Swim Center), Bennett Valley Golf Course, and the Senior Center on Bennett Valley Road, all of which offer a wide variety of sports and recreation Programs. The City also owns two clubhouse facilities at Doyle Park and Franklin Park that are available for meetings and gatherings. Each year, over 70,000 visitors tour the City owned and operated gardens of famous horticulturalist Luther Burbank. The City is planning a Heritage Park near the Luther Burbank Home and Gardens that would include historic structures such as the Hoag House, Santa Rosa's oldest house, and the Church built from One Tree. The City also owns, operates, and maintains the historic 17-acre Santa Rosa Rural Cemetery.

The City has a standard of six acres of parkland per 1,000 residents. The City Council determines what ratio of neighborhood and community parkland, school playgrounds, and open space will satisfy this standard. Currently, the ratio is 3.5 acres of neighborhood and community parkland, 1.4 acres of school playgrounds, and 1.1 acres of public serving open space.

Within the General Plan timeframe, the City of Santa Rosa will build five new community parks and 29 new neighborhood parks, some of which are accounted for in the City's undeveloped parkland acreage. Assuming development of all undeveloped and proposed park facilities within the 20-year General Plan timeframe, the City's parks and recreation facilities will total 848 acres. Based on a 2020 population of 195,300, Santa Rosa will achieve a park standard of 4.3 acres of parks per 1,000 residents. This ratio exceeds the City's parks standard of 3.5 acres of neighborhood and community parks per 1,000 residents. Therefore, the EIR for the Santa Rosa 2020: General Plan found that adequate parkland for all City residents will be provided during the course of General Plan implementation.

Park and recreation facilities nearest the project site, and therefore most accessible to future residents on the project site, include:

- *DeMeo Park*
  Located at 610 Polk Street, this 1.0 acre neighborhood park includes picnic areas, basketball hoop, play equipment and bocce ball courts.

- *DeTurk Round Barn Park*
  Located at 819 Donahue Street, this 1.0 acre neighborhood park includes a dog park area, picnic area, and an historic circa 1880 round barn which is not currently open to the public.
- *Railroad Depot Park*
  Located at 9 W. Fourth Street, this 0.5 acre neighborhood park includes turf area and a bronze "Snoopy" statue.
- *Olive Park*
  Located at 105 Orange Street, this 1.0 acre neighborhood park includes picnic area, BBQ's, play equipment, and entry to the walks along Santa Rosa Creek at the Prince Greenway.
- *Santa Rosa Creek Multiuse Trail*
  Located adjacent to the Transit-Oriented Redevelopment project site, this multiuse trail (currently under construction at the time of preparing this EIR), provides scenic relief from the urban core, and non-motorized connectivity between neighborhoods.

Impacts and Mitigation Measures

Standards of Significance

Assessments of significant impact are made for a given public service when additional resources would be required to serve a proposed project at acceptable service standards, when serving a project under current resources would reduce services to the existing public below accepted or current standards, and/or if the construction of new facilities would be required. Potential significant impacts on services, for example, may include an influx of new school children in an already constrained school district, or the inability to maintain adequate fire or police protection for existing residents and businesses.

Service standards of a particular local service provider are often based on reference standards developed by national professional associations, standards required by law, or standards embodied in a city or county's general plan or other land use tools. Specific impacts for a particular project are developed partially from such codified standards or formulas, and partially from an assessment of the service provider based upon their review of the project characteristics. A public service impact would be considered significant under the following conditions:

Project Evaluation

Police Services

- If the proposed development would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.
- If the proposed project would substantially increase security risks that would adversely affect human health or safety, or if the proposed project would reduce services below accepted or current standards.

Fire and Emergency Services

- If the proposed development would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.
- If the proposed project would adversely and substantially affect human health or safety; or if the proposed project would reduce services below accepted or current standards.

Schools

- If the proposed development would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives.

Parks and Recreation Facilities

- If the proposed development would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives.
- If the project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- If the project includes recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Project Evaluation

Police Services

Impact 3.6-1

Development under the Transit-Oriented Redevelopment project would generate an increased demand for police services. Given the limited resources of the Santa Rosa Police Department, this increased demand could adversely affect patrol functions, record and communication functions, and specialized unit functions. This would be a significant and unavoidable impact. (SU)

As described in the project description, the Transit-Oriented Redevelopment project would represent full build-out of the project area pursuant to the Santa Rosa 2020: General Plan. This would include the development of up to 280 residential units and up to 230,000 gross square feet of commercial space. Based on an average household size of 2.57 persons-per-household, the project site resident population would be expected to increase to about 720 persons at full buildout; and based on an average commercial density of 300 square feet per employee, the daily worker population on site would

be about 767 at full buildout.[10] With a daily on-site resident/worker population of up to about 1,487 persons (not counting daily visitors to the area or secondary increases in local population), there would be an increased demand for police services resulting from project implementation.

As indicated previously, established police protection services response time goals are not currently being met, and average response times for each class of calls for service have been increasing, rather than decreasing over the past several years. The project would contribute to the collective increase in response time delays and resulting security risks, further reducing services below accepted or current standards. Therefore, assuming no concomitant increase in services would be provided relative to the project's increased demand for police protection services, the project could adversely affect the various services provided by the Santa Rosa Police Department, including emergency response times, traffic enforcement, 911 calls, the number of dispatched emergency response units, and other services. The impact would remain significant and unavoidable. (SU) It is acknowledged that with project development, illegal overnight camping in cars and potential drug and alcohol related abuse at the site could decline.

Mitigation Measure 3.6-1

No mitigation measures are identified for Impact 3.6-1. (SU)

Fire and Emergency Services

Impact 3.6-2

Development under the Transit-Oriented Redevelopment project would generate an increased demand for fire and emergency medical services. Given the limited resources of the Santa Rosa Fire Department, this increased demand could adversely affect fire suppression activities, response times to service emergencies, record and communication functions, and specialized unit functions. This would be a significant and unavoidable impact. (SU)

As described above, at full buildout the project area would have a daily on-site population of at least 1,487 (not counting daily visitors to the area or secondary population increases), and there would be a corresponding increase in demand for fire and emergency medical services resulting from project implementation. As noted previously, in 2001, the Santa Rosa Fire Department responded to a seven percent increase in emergency incidents over the previous year, and a 75 percent increase over the last 10 years and the Department is currently unable to meet the General Plan response time goals.

Assuming no concomitant increase in services would be provided relative to the increased demand generated by the project, the project could adversely affect the various services provided by the Santa Rosa Fire Department, including emergency response times, 911 calls, the number of dispatched emergency response units, and other services. This would be a significant and unavoidable impact of the proposed project. (SU)

The Fire Department is not responsible for the improvement and construction of fire hydrant infrastructure within the project area. All necessary infrastructure improvements would be included as part of site development, with fire protection infrastructure designed to Department standards.

Mitigation Measure 3.6-2

No mitigation measures are identified for Impact 3.6-2. (SU)

Schools

Impact 3.6-3

Development under the Transit-Oriented Redevelopment Project would generate increased demand for educational facilities provided by Santa Rosa City School districts, potentially resulting in increased class sizes and the need for additional teachers and/or classroom space. This would be a potentially significant impact. (PS)

Santa Rosa City Schools' student yield rates for new housing are disaggregated by housing type and school grade (e.g., a family apartment would yield 0.024 first graders and 0.008 twelfth graders). Since the type of housing that would be developed within the Transit-Oriented Redevelopment project site is not specifically defined at this time, the yield rates for housing were averaged for each grade level, then multiplied by 280, the total project housing that would be developed.[11] The project would consequently result in approximately 55 new students at the K-6 grade level (attending Abraham Lincoln Elementary School), 15 students at the 7-8 grade level (attending Santa Rosa Middle School), and 23 students at the 9-12 grade level (attending Santa Rosa High School), for a total of about 93 new minor age students. Impact 3.6-3 would remain potentially significant. (PS)

Mitigation Measure 3.6-3

Project developers would pay the required school-impact fees for residential development in accordance with State law in the amounts provided and limited by current Government Code and Education Code provisions. Implementation of this mitigation measure would reduce impact 3.4-3 to a less than significant level. (LS)

Mitigates:	Impact 3.6-3 (LS)
Implementation:	Proof of payment.
Responsibility:	Project developers in collaboration with the public school districts.
Monitoring:	City of Santa Rosa.

Following the passage of Proposition 1-A and SB-50 in 1998, California law was reformed and standardized with regard to the financing of school facilities by means of fees or charges imposed on developers. Government Code Section 65995 was amended to make it clear that, other than those such fees as may be authorized under Education Code Section 17620 no fee, charge, dedication, or other requirement may be imposed by any state or local agency involving the planning, use or development of real property. As a result of the wide-ranging changes in the financing of school facilities, including

the passage of State school facilities bonds intended to provide a major source of financing for new school facilities, SB-50 made clear that the fees authorized under State law shall be the exclusive means of mitigating the impacts of development that may be required from a developer by any local or State agency.

The enactment of SB-50 expressly provided that the imposition of a requirement that the developer pay such fees shall be deemed to fully satisfy any obligations under CEQA or other law to mitigate the impacts of development on school facilities. SB-50 also suspended through the year 2006, the former provisions of State law that had been held by some courts to authorize cities to deny "legislative" land use actions or development approvals on the basis of the perceived inadequacy of school facilities.

According to the Santa Rosa City Schools' Associate Superintendent for Business, current residential development fees include $1.435 per habitable square foot for Elementary District (K-6), and $0.615 per habitable square foot for the High School District (7-12).

Parks and Recreation Facilities

Impact 3.6-4

Increased population resulting from development under the Transit-Oriented Redevelopment project would generate an increased demand for local neighborhood and community parkland in excess of the amount of open space, parks and recreational facilities expected to be provided on site. This is considered a potentially significant impact. (PS)

The project site encompasses approximately 11.5 acres, significant portions of which would be developed with commercial and residential development. The project would be expected to provide some public/civic open space within the project development parcels but the exact amount cannot be quantified at this time in the absence of specific development plans for the various parcels. Nevertheless, based on the City standard of 3.5 acres of neighborhood and community per 1,000 residents, the proposed project would be required to provide about 2.5 acres neighborhood and community parkland based on a resident population of 720 persons. Additional demand on civic open space would be expected due to the presence of visitors, shoppers, office workers and transit patrons that would frequent the project site area. Impact 3.6-4 would remain potentially significant. (PS)

Mitigation Measure 3.6-4

Project developers would be required to pay park fees to the City pursuant to Santa Rosa City Code 19-70.050 in lieu of dedication of land for park space. This fee would be based on the number and density of proposed residential uses and conform to the requirements of the fee schedule effective February 3, 2003. This would reduce Impact 3.6-4 to a less than significant level. (LS)

Mitigates: Impact 3.6-4 (LS)

Implementation: Proof of payment.

Responsibility: Parks and Recreation Department in collaboration with the developers.

Monitoring: City of Santa Rosa.

The City has enacted an ordinance pertaining to the acquisition and development of parks and recreation land in connection with new residential development.[12] The purpose of the ordinance is to provide for neighborhood and community parks through the dedication of land and/or payment of in-lieu fees by developers. For developments with less than 50 parcels, the developer is not required to dedicate land, but must pay in-lieu fees according to the formula specified in Santa Rosa City Code Section 19-70.050, based on the number and density of proposed residential units on the site as specified in the most current Park Fee Schedule. To the extent that the City standard could not be met on site, payment to the parkland in-lieu fund would be made.

Cumulative Development

Development under the Transit-Oriented Redevelopment project would generate an increased demand for police and fire protection and emergency services, as would other planned and approved development projects in the City of Santa Rosa. Given the limited resources of the Santa Rosa Police and Fire Departments to meet General Plan response times as described previously, the increased demand cumulative development would have City-wide on the provision of police and fire services would be similar as described for the Transit-Oriented Redevelopment project.

The Santa Rosa 2020: General Plan EIR evaluated potential increases in the demand for police and fire protection services resulting from growth and development projections City-wide. It noted that new development in the southwestern portion of the Urban Growth Boundary would increase the population served by police and fire personnel, and that higher residential densities throughout the City's arterial corridors would potentially contribute to increased crime rates and emergency alarm calls. The General Plan EIR found these increases to be potentially significant, and set forth a number of General Plan policies that, if fully implemented, would reduce impacts to police and fire protection service capabilities to a less-than-significant level. However, given that some of these measures may be inadequately funded for the foreseeable future, or their implementation otherwise delayed, the effects of the proposed project on police, fire and emergency services, in addition to other planned and approved projects, would remain significant and unavoidable.

Endnotes — Public Services

1 Information in this subsection was obtained from the City of Santa Rosa Police Department web site (http://ci.santa-rosa.ca.us/pd) and through personal communications with Police Department staff during October 2003.

2 A total of 178 positions are available, but three are not currently filled.

3 The West End Neighborhood is generally bounded by Hwy.101 on the east, Dutton Avenue on the west, West 3rd Street on the south, and College Avenue on the north. The website address of the West End Neighborhood is: http://www.srwestend.com/index.asp

[4] VanArtfdalen, Sgt. Clay. 2003. Personal communication Santa Rosa Police Department, November 4.

[5] Information in this subsection was obtained from the City of Santa Rosa Fire Department web site (http://ci.santa-rosa.ca.us/fd/) and through personal communications with Fire Department staff during October and November, 2003.

[6] McCormick, Mark. 2003. Email communication with Santa Rosa Fire Marshall, November 18.

[7] Information in this subsection was obtained from the Santa Rosa City Schools web site (http://www.srcs.k12.ca.us) and through personal communication with Associate Superintendent Douglas Bower during October and November, 2003.

[8] Bower, Douglas. 2003. Santa Rosa City Schools, Associate Superintendent – Business, November.

[9] Information in this subsection was obtained from the City of Santa Rosa Department of Recreation and Parks web site (http://ci.santa-rosa-ca.us/rp).

[10] Santa Rosa, City of. Santa Rosa 2020: General Plan.

[11] The residential land use category includes residential unit types of higher densities that would take advantage of close proximity to the downtown area, public transit and local shopping opportunities. Includes single-family attached units (condominiums), multi-family (rental) units and live/work units, each of which has unique yield rates by school grade.

[12] An Ordinance for Dedication for Land, Payment of Fees, or Both, for Acquiring and Developing Park and Recreation Land in Connection with Development of New Dwelling Units. City of Santa Rosa Ordinance No. 2467, Adopted July 1985; Resolution of the Council of the City of Santa Rosa Establishing Park Fees and Authorizing Periodic Adjustment Thereto – File Number 92-3018; Santa Rosa City Code, Chapter 19-70, Sections 19-70.010-050.

3.7 UTILITIES

Introduction

This section addresses the potential impacts of the proposed project on utility service providers. The subject areas include domestic/fire water, wastewater, solid waste, and natural gas and electricity. How the proposed project would affect utility services is addressed at its maximum buildout potential under the General Plan, as further described in Section 2, *Project Description.*

Setting

Domestic Water

The City's potable water supply is derived from the Russian River watershed and is delivered under contractual agreement by the Sonoma County Water Agency (SCWA). Three major reservoir projects provide water supply for the Russian River watershed: Lake Pillsbury on the Eel River, Lake Mendocino on the East Fork of the Russian River, and Lake Sonoma on Dry Creek. Lake Mendocino and Lake Sonoma provide water for agriculture, municipal, and industrial uses, in addition to maintaining the minimum stream flows required by SCWA water rights permits. These minimum stream flows provide recreation and fish passage for salmon and steelhead. Most of the stream flow in the Russian River during the summer is provided by water imported from the Eel River. Stream flows are augmented by releases from Lake Mendocino and Lake Sonoma.

As early as 1954, the SCWA applied to the State Water Resources Control Board, which has the authority over water rights, for rights to appropriate Russian River water. Riparian water rights entitle the owner of land containing or abutting a natural stream the right to use natural flows by direct diversions for beneficial purposes without a permit. If water is to be stored for use in another season, owners must obtain an appropriative water rights permit. As the local project sponsor for the construction of the Coyote Valley and Warm Springs dams, the SCWA retains rights to some of the water stored in these reservoirs and controls the releases from the reservoirs' water supply pools. The SCWA also has rights for direct diversion and re-diversion of water at the Wohler and Mirabel collectors. The SCWA is required to maintain minimum stream flows at various points on the Russian River and Dry Creek, in accordance with its water rights permits.

The SCWA currently holds rights to divert 92 million gallons of water per day (mgd) with an annual maximum of 24.4 billion gallons per year from its sources. The aqueduct system consists of storage tanks, pipelines, booster (pump) stations, and emergency wells. Sixteen steel water storage tanks placed throughout the transmission system store about 108.8 million gallons. Six booster stations are located in the water transmission system, with pumps to maintain water flow within the aqueducts. The SCWA has about 79 miles of underground pipeline extending from the Russian River to Santa Rosa, Cotati, Petaluma, and Sonoma. The pipes range in size from 16 inches to 48 inches in diameter. Additionally, the City of Santa Rosa currently has a groundwater supply for emergency use.

Emergency water supplies consist of three wells, which tap potable but very hard water at 1,200 feet below ground. These wells are capable of providing about four to six million gallons of water per day, and were constructed in 1977 in response to drought conditions. This source was used for a brief period in 1983 when the Russian River was polluted with a formaldehyde spill.[1]

Most of the water that is diverted is delivered through the SCWA's transmission and delivery system to eight major water contractors. The City of Santa Rosa is the largest of these water contractors, and the City's Utilities Department would supply water service to the Transit-Oriented Redevelopment project site. Under its current agreement with the SCWA, the City is entitled to receive 56.6 million gallons of water per day (average-day peak month). However, long-term delivery of the City's full entitlement is contingent upon completion of water transmission and delivery system improvements planned as part of the SCWA's Water Supply and Transmission System Project (WSTSP). The SCWA is pursuing increased utilization of Lake Sonoma water through its proposed WSTSP.[2] The goal of the WSTSP is to increase SCWA use of water stored in Lake Sonoma. These improvements would increase the capacity of the agency's transmission and delivery system from 92 mgd to 149 mgd. The increased water volume would be wholesaled by the SCWA to its water contractors, including the cities of Santa Rosa, Petaluma, Sonoma, Rohnert Park, and Cotati, and the Forestville, Valley of the Moon, and North Marin Water Districts. The WSTSP does not propose to alter SCWA use of the minimum Russian River flows water diversion activities, and, thus, would not directly involve supplies to the project area. With delivery of the City's full entitlement (56.6 mgd), as well as improvement and use of the City's own groundwater resources, the water supply would be adequate to serve all development under the General Plan through 2020.[3]

Water Quality and Treatment

The Russian River water supply is filtered by the sand beds beneath the river. The SCWA treats the water with chlorine in the form of chlorine gas for bacterial disinfection, and sodium hydroxide to adjust the pH before it is delivered to the City. The pH treatment complies with U.S. Environmental Protection Agency regulations for copper content in drinking water. Raising the pH helps minimize the leaching of copper and other metals from the distribution pipe in the drinking water. There is no additional treatment within the Santa Rosa system. The City's Utilities Department draws over 2,000 water samples annually from the system and performs thorough laboratory tests, the results of which are reported to the State Department of Health Services. The annual water quality reports are sent to all postal customers in Santa Rosa and are also made available on the City's website. All applicable drinking water standards are utilized for monitoring thresholds. Tests for over 80 additional chemicals, such as MTBE (the gasoline additive), chromium (including chromium-6), arsenic, lead, and other metals are routinely made.

City Water Infrastructure

The City of Santa Rosa water system is composed of about 554 miles of water mains, 22,933 water valves, and 45,398 water meters. In addition, there are 5,198 fire hydrants, 17 pump stations, 18 reservoirs that store 18.2 million gallons of water, and seven stand-by wells to provide supplemental water in case of emergency or natural disaster.[4,5] In 2002, water use in Santa Rosa averaged 13.8

million gallons per day (mgd) September through May, and 27.7 mgd June through August (for an annual average of 19.6 mgd.[6] The fluctuation is affected by irrigation and some water-based cooling processes. Typically, the highest water use occurs in June through August, which are considered the peak months. The aqueduct system, including pumps, reservoirs, pipes, and emergency wells, is designed to carry the anticipated (average) daily demand during peak demand. On average, a Sonoma County household of four uses about 200,000 gallons of water annually for indoor and outdoor use.[7]

Existing domestic water pipes are located within streets surrounding the Transit-Oriented Redevelopment project area, including 8-inch mains in West 6th Street and 6th Street, and 12-inch mains in West 3rd Street and 3rd Street. These pipes convey water to occupied adjacent properties and fire hydrants.

Water Conservation

The City of Santa Rosa has had an ongoing water conservation program since the 1976-1977 drought. This program became more established in the 1990s with the hiring of permanent Water Conservation staff and a commitment to evaluating water conservation in all long-range water supply and wastewater planning. The program currently includes three staff positions, an annual operations and maintenance (O&M) budget of $250,000, and two Capital Improvement Program (CIP) projects: the Plumbing Fixture Incentive Program, with an annual budget of $300,000, and the Peak Reduction Program, with an annual budget of $500,000. The O&M funds support ongoing program staffing and community awareness measures. The two CIP projects fund incentives for efficiency upgrades for indoor and outdoor water use. Santa Rosa offers technical support and incentives for efficient water use to every class of utility customer: single-family residents, apartment and condominium residents, businesses, industrial, and institutional water users. Several landscape water use programs have been developed to reduce overall use and peak summer water use in particular. These programs focus on effective irrigation design and operation, effective plant selection, and landscape maintenance practices that keep water use efficient.

In May 1998, the City became a signatory to the Memorandum of Understanding Regarding Urban Water Conservation in California (MOU). The MOU was created in 1991 and administered by all signatories in the form of the California Urban Water Conservation Council (CUWCC). The CUWCC is comprised of water suppliers, public advocacy organizations, and other interested parties. The purpose of the MOU is to define best management practices (BMPs) for urban water conservation in California and to provide a framework for those BMPs. As a signatory to the MOU, the City has agreed to implement all cost-effective BMPs by 2008.

The City of Santa Rosa has adopted an Urban Water Management Plan as required under State law.

Wastewater

The City of Santa Rosa is the managing partner of the Santa Rosa Subregional Reclamation System,[8] which reclaims water and distributes it on behalf of the cities of Cotati, Rohnert Park, Santa Rosa, and Sebastopol, and portions of the unincorporated area of Sonoma County. Wastewater (also referred to

as sewage) generated within the Transit-Oriented Redevelopment project area is collected and transported to the Laguna Subregional Wastewater Treatment Plant (WTP), managed by the City of Santa Rosa, for treatment and disposal.[9] The Laguna WTP, located at 4300 Llano Road (west of the city limits), is a tertiary-level treatment facility that has an average daily dry weather flow of 17.5 million gallons per day (mgd). More than 50 percent of the wastewater treated at the Laguna WTP (nearly 4 billion gallons annually) is reused for urban and agricultural irrigation, including approximately 5,700 acres of farmlands (pastures, hay crops, vineyards, and row crops) as well as golf courses, parks, school grounds, and both public and private urban landscaping.[10] This is one of the largest reclaimed water agricultural irrigation systems in the country. All of the water produced during the summer months is used for irrigation, and all of the winter water that can be stored is saved for irrigation for the following summer.

The Laguna WTP is currently rated to treat up to 19.2 million gallons of wastewater per day; it treats an average of 17.5 mgd, and 13.7 mgd is currently allocated to the City of Santa Rosa. In 2002, the City utilized 11.2 mgd of its entitlement, leaving a residual allocation of 2.5 mgd for the year. The City is currently in the process of expanding the plant to 25 mgd. Expansion of the plant will occur in two phases. Upon completion of the Geysers Recharge Project in 2003, a 42-mile, 30-to-48-inch underground pipeline that will transport treated wastewater for injection into the Geysers steam field, the plant's capacity rating will increase to 21.3 mgd. Of this amount, 16.3 mgd will be allocated to the City of Santa Rosa. This expanded capacity will be sufficient to meet the City's wastewater needs until 2012.[11] The Santa Rosa Water Reclamation System operated by the Utilities Department comprises 6,130 acres and utilizes 45 stations that deliver reclaimed water to buried pipe and aboveground irrigation systems citywide.

The existing wastewater system in the project area includes 12-inch, 8-inch and 6-inch collectors along West 6th Street and 6th Street, 6-inch collectors along West 3rd Street and 3rd Street, and a grid of 12-inch, 10-inch, 8-inch and 6-inch pipes located within the project site itself. All sewer infrastructure improvements are subject to the sewer design standards, design specifications, and construction standards adopted by City Resolution 25372 on September 10, 2002.

Solid Waste

Solid waste services in the project area are currently provided the Sonoma County Waste Management Agency (SCWMA), a coalition formed by the City of Santa Rosa and neighboring cities to manage solid waste.

Under contract with the County, North Bay Corporation collects, transports, disposes and/or destroys garbage, waste, offal, and debris within the City of Santa Rosa. Previously, Empire Waste Management partnered with the City to provide waste hauling services.[12] As of February 1, 2003, North Bay Corporation took over the provision of solid waste and recycling services to the residential and commercial uses of the City. Residential service includes garbage, curbside recycling, and yard waste recycling. Pickup occurs on a weekly basis, except for yard waste, which occurs on a bi-weekly basis. However, starting in June 2003, yard waste pickup become a weekly service.[13] North Bay Corporation continues the curbside recycling program for the City, which began more than 20 years

ago, and implementation of single-stream recycling for the community began in June 2003. This new program will help in meeting the recycling goals of California and the community of Santa Rosa. The City also maintains a Subregional Compost Facility that is an agitated, aerobic, naturally heated, biological process that removes sludge and produces approximately 20,000 cubic yards of compost annually.

The City of Santa Rosa disposes of the majority of its solid waste at the County-owned Central Landfill in Petaluma, and disposes of a small amount at the Redwood Sanitary Landfill in Novato. In 2001, the City disposed of 195,095 tons of solid waste at the Central Landfill and 709 tons at the Redwood Sanitary Landfill. The Central Landfill, which opened in 1972 and operates on a 396-acre site, currently has a remaining capacity of 6,928,961 tons.[14] The percentage of recycled waste is analyzed by the SCWMA on a regional as opposed to a per-City basis due to the low density of population in Sonoma County. The region recycles 40 percent of its solid waste, which includes green waste. The City of Santa Rosa relies on the SCWMA to transfer recyclables. The SCWMA operates five transfer stations in the County, which diverted 91,000 tons of green waste and wood waste in 2001, for a total of 156,654 tons diverted. The City of Santa Rosa diverted 13,807 tons of recyclables and green waste in 2001 through curbside pick-up.

Sonoma County is currently in the process of obtaining permits to complete the Central Disposal Site Improvement Program. Two major expansion projects are under construction at the Central Landfill. The first, the Central Disposal Site Operational Improvements, is composed of construction of a permanent household hazardous waste collection facility (HHWF); a semi-enclosed building for tipping of waste from the public (Public Tipping Facility); and a Recycletown Center consisting of storage buildings and canopies for the storage of reusable material, a recycling drop-off and reuse area, and four vehicle scales. The second, the Central Disposal Site East Canyon Expansion Phases I/II, consists, in general, of constructing the next phase of the Central Landfill East Canyon Expansion (Part 2 of Phases I/II). The Part 2 expansion lies immediately adjacent to the to-be-operating Part 1 area of the landfill. The work will include expansion of a geosynthetic liner system, leachate and collection system piping, drainage improvements, roadways, abandonment of groundwater wells, and placement of erosion control. The resulting expansion of the landfill would accommodate waste to 2015. Several studies are in progress that may extend the estimated closure date of the landfill to 2018, with additional siting studies analyzing adjacent canyons for landfill expansion. If these plans are realized, the landfill could accommodate the region's solid waste until 2050.[15]

In terms of regulatory requirements, at the state level the management of solid waste is governed by regulations established by the California Integrated Waste Management Board (CIWMB), which delegates local permitting, enforcement, and inspection responsibilities to Local Enforcement Agencies. In 1997, some of the regulations adopted by the State Water Quality Control Board pertaining to landfills (Title 23, Chapter 15) were incorporated with CIWMB regulations (Title 14) to form Title 27 of the California Code of Regulations.

In 1989, the State Legislature also adopted the California Integrated Waste Management Act. The Act requires that each county prepare a new Integrated Waste Management Plan. The Plan was required to include a Source Reduction and Recycling Element prepared by each city within the State by July 1,

1991. Each source reduction element included a schedule providing for source reduction, recycling, or composting of 25 percent of solid waste in the jurisdiction by January 1, 1995, and 50 percent by January 1, 2000. SB 2202 (Senate Environmental Quality Committee 2000) made a number of changes to the municipal solid waste diversion requirements under the Integrated Waste Management Act. These changes included a revision to the statutory requirement for 50 percent diversion of solid waste to clarify that local governments shall continue to divert 50 percent of all solid waste on and after January 1, 2000. Senate Bill 1374 requires local agencies to adopt an ordinance, not later than September 1, 2005, requiring not less than a 75 percent diversion of construction and demolition waste materials from landfills.

Electricity and Natural Gas

Electricity and natural gas services in the project area are provided by Pacific Gas & Electric (PG&E). PG&E serves about 94,000 square miles of Northern and Central California.

PG&E's gas piping system delivers natural gas from three major sources (Canada, Southwestern United States, and California), to its residential, commercial, industrial and agricultural customers. While most customers purchase their gas from PG&E, large customers can purchase gas from other third-party suppliers. Natural gas typically comes out of the ground via gas wells. Its pressure lets it rise to the surface naturally. Gas from a well is cleaned and treated, removing sand, dust and water. The gas is also odorized (i.e. a smell is injected into the gas, so that its presence can be detected). To meet customer demand all year round, gas is compressed in underground storage fields (usually depleted oil and gas wells) between April and November, when demand is lower. It is then drawn out during the cold weather months when it is needed. A compressor station increases gas pressure to move it into storage and through transmission lines. High-pressure transmission lines (61 to 1,000 pounds per square inch gauge or psig) transport the gas to the distribution system via a network of mostly underground lines. The higher pressures result from line packing (compressing the gas in the line) which provides limited storage of gas, sufficient enough to meet short-term peak demands. When necessary, pipelines are suspended in the air across canals or attached to bridges. Regulators reduce the pressure of the gas entering the distribution system. The distribution system consists of both high-pressure mains (less than 60 psig) and low-pressure mains (0.25 psig), which distribute gas from the regulator station to the customer. Valves can safely isolate smaller areas during construction and emergencies. Individual services connect the distribution system to the customer. Standard delivery pressure is 0.25 psig.

Electrical power comes from a diverse mix of generating sources, including fossil-fueled plants, hydroelectric powerhouses and nuclear power plants. It is also bought from independent power producers and other utilities. After the power is produced or bought, it goes into the electric transmission and distribution system to get to the homes and businesses in the PG&E service territory. The electricity is carried in bulk over a network or "grid" of high-voltage transmission lines that connect power plants to substations, and connect the PG&E system to neighboring systems. Substations connect the transmission system to the distribution system. Transformers are used to "step down" the voltage of the electricity to lower levels. Substations are critical junctions and switching

points in the electric system. The distribution system links the transmission system and most customers. It includes main or "primary" lines and lower voltage or "secondary" lines, which deliver electric energy either overhead or underground; distribution transformers, which lower voltage to usage levels; and switching equipment to permit the lines to be connected together in various combinations and patterns. Individual services or "drops" connect the distribution system to the customer.

Natural gas and electric facilities currently exist within and adjacent to the Transit-Oriented Redevelopment project site.[16] The project site is served by a12kV underground electric distribution circuit along West 3rd Street, and a 12kV overhead electric distribution circuit along West 6th Street. These distribution circuits tie in to a distribution substation located approximately one-half mile east of the project site. Natural gas distribution lines are also located within West 6th Street and West 3rd Street. There is also a 115kV overhead transmission line which follows the path of Santa Rosa Creek, along the western project boundary.

In 1996, State legislation was enacted that restructured California's electricity market. The legislation requires utilities to purchase all their electricity from the wholesale market. The goal was to open the State's energy market to competition, with the expectation that competition would drive down the cost of electricity. The legislation gave the customers of investor-owned utilities, such as PG&E, the ability to choose who provides their electric energy, much the same way they can choose long-distance telephone service.

California experienced a number of problems related to energy at the same time the electricity industry was restructured. Many power plants were sold to privately owned, out-of-state energy companies. The demand for electricity grew faster than expected during the 1990s due to a number of factors, including the rapid growth of the State's economy, the spread of computer technology, the lack of new power plants since the mid 1980s, the lack of widespread conservation due to relatively low electricity costs to consumers, and the State's population growth. California's population increased 13 percent between 1990 and 2000. The State produces only part of its electricity needs. In 1999, California produced about 82 percent of the electricity it used, and the rest was bought from other western states.[17]

The combination of a number of factors led to electricity shortages and blackout conditions during the summer of 2000. The State has taken drastic measures since that time, including the construction of new power plants and emphasis on conservation. By the summer of 2001, the State's peak-period generating capacity increased by more than 2,500 megawatts. The conservation and efficiency efforts led to a 6.7 percent reduction in overall electricity consumption in California, and a 10 percent reduction during summer 2001 peak hours. By October 2001, the impact of all conservation and efficiency efforts was more than 6,000 megawatts of savings.[18]

Standards of Significance

Assessments of significant impact are made for a given utility when additional resources would be required to serve a proposed project at acceptable service standards, or when serving a project under current resources would reduce services to the public below accepted or current standards. Potential significant impacts on utilities, for example, may include the necessity to extend infrastructure, the construction of which may have environmental impacts. Service standards of a particular local service provider are often based on reference standards developed by national professional associations, standards required by law, or standards embodied in a city or county's general plan or other land use tools. Specific impacts for a particular project are developed partially from such codified standards or formulas, and partially from an assessment of the service provider based upon their review of site annexation and development.

Thresholds of significance are taken from Appendix G of the California Environmental Quality Act 2003 Guidelines. Assessments of significant impacts are made for a given public utility when the project would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects[19]
- Have insufficient water supplies available to serve the project from existing entitlements and resources.
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Fail to comply with federal, State, and local statutes and regulations related to solid waste.

Domestic Water

Water Conveyance: Development under the Transit-Oriented Redevelopment project would require the extension of water conveyance infrastructure into the plan area, the construction of which would occur during other site preparation and/or roadway construction activities. The project site is in an infill redevelopment area, surrounded by urban development and existing utility infrastructure. The extension of existing underground water conveyance piping would generally occur as streets are extended and/or improved, and when sites within the project area are prepared for development. These extensions would be designed pursuant to the water system design standards and specifications of the

Santa Rosa Utility Department; fire flow requirements would also govern the pipe size and water pressure requirements for extended/expanded domestic water service in the project area.[20] The installation of water conveyance infrastructure would generally occur concurrently with project area grading, site preparation and/or roadway construction, and the physical environmental effects of such construction (e.g., dust emissions, elevated ambient noise levels, etc.) are addressed elsewhere in this EIR, and mitigation measures are provided that would reduce such impacts to less than significant levels (see Section 3.13, Air Quality and Section 3.14, Noise).

Water Consumption: Development under the Transit-Oriented redevelopment project would increase the demand for domestic water, but not in excess of increased demand estimates in the Santa Rosa 2020: General Plan or existing entitlements from the SCWA. As described in the project description, the Transit-Oriented Redevelopment project would represent full build-out of the project area pursuant to the Santa Rosa 2020: General Plan. This would include development of up to 280 residential dwelling units and up to 230,000 gross sq. ft. of commercial uses. To determine the increased domestic water demand that would be generated by the project, residential and non-residential water usage rates were derived from the Santa Rosa 2020: General Plan Environmental Impact Report (EIR).[21] The assessment of water supply impacts under the General Plan, including full build-out of the proposed project, included such parameters as estimated population increases, jobs projections, water usage rates, and other factors.[22]

Average water use per person, based on an average per capita water demand, was estimated at 122 gallons per capita per day (gpcd) for high water demand projections and 110 gpd for the low water demand projections. The analysis also assumed an average household size of 2.57 persons-per-household, based on the 2000 U.S. Census. With 280 dwelling units, the proposed project would therefore have a residential population of about 720, generating a potable water demand of between 79,200 and 87,840 gallons per day (gpd). For non-residential water use, the analysis assumed a usage rate of 65 gpcd per employee, and an average commercial density of 300 sq. ft. per employee. Consequently, full build-out of the project area (230,000 gross sq. ft.) would result in about 767 workers on site, generating a demand of about 49,855 gpd. Together, the residential and commercial components of the Transit-Oriented Redevelopment project would generate an estimated domestic water demand of between 129,055 and 137,695 gallons per day. With a total citywide water demand in 2002 of approximately 19.6 mgd, demand associated with the project would represent an approximate 0.00658 to 0.00702 percent increase in the total amount of water demanded in Santa Rosa. Implementation of the proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, either of which could have significant environmental effects. There would be sufficient water supplies available to serve the project from existing entitlements and resources.

Senate Bill 610 from 2001 (codified in Section 10631 *et. seq.* of the California Water Code) requires that for certain projects subject to CEQA, water suppliers provide a Water Supply Assessment (WSA) to the lead planning agency.[23] Development under the Transit-Oriented Redevelopment Project would not trigger the requirements for a WSA, and none has been prepared for the project.

Development within the project area would be required to comply with applicable City water conservation programs for water usage, including low-flow water fixtures and drought-tolerant landscaping.

Cumulative Domestic Water Demand: Development under the Transit-Oriented Redevelopment project would increase the demand for domestic water, as would other planned and approved development projects in Santa Rosa. However, the project's contribution to cumulative demand for domestic water resources would be less-than-significant.

As described in the Santa Rosa 2020: General Plan, the City of Santa Rosa is entitled to receive from the SCWA an average-day/peak-month supply of 56.6 million gallons per day (mgd) and an annual volume that cannot exceed 29,100 acre-feet annually.[24] Under the high-demand scenario, the City's total demand by 2020 would be approximately 35,300 acre-feet annually. Under the low-demand scenario, year 2020 annual demand would be about 30,500 acre-feet annually. The General Plan EIR analysis used a mid-point demand projection between the high- and low-demand scenarios.

The General Plan EIR found that in the long-term, Santa Rosa's current water entitlement of 29,100 acre-feet from SCWA alone will not be sufficient to meet the growth projected for General Plan 20-year planning period. The analysis showed that by 2020, however, the average-day/peak-month water demand and the average-day demand were projected to be below the entitlement of 56.6 mgd. The City's average-day/peak-month maximum would be 44.2 mgd. The average-day demand would reach 31.2 mgd in year 2020.

Additionally, utilization of the City's groundwater, recycled supplies, conservation efforts, and additional SCWA supplies would allow Santa Rosa to meet the projected increase in demand. Sonoma County's Urban Water Management Plan (2000) suggested a total 5,900 acre-feet of additional water supplies available in year 2020. Conversion of Santa Rosa's seven existing stand-by wells to municipal supply production wells would yield up to 4.3 mgd, or approximately 4,800 acre-feet per year. Proceeding with the scheduled installation of two new potable wells would provide an additional 2.0 mgd, or approximately 2,200 acre-feet per year.

In summary, the City's current entitlement provides adequate supply to the City of Santa Rosa to accommodate average-day/peak-month period demand. Provision of additional supplies from groundwater, reuse and conservation, and SCWA supplies is necessary to meet Santa Rosa's projected year 2020 water demand, which includes build-out of the TORPA. Because the projected shortfall would only occur during peak demand periods, the General Plan EIR focused on initially reducing peak demand. This could be achieved through a number of methods, including: development of supplemental groundwater supplies; reduction in water consumption through implementation of water conservation methods; and reduction in water consumption through expanded use of recycled wastewater for landscape irrigation. These measures would be implemented through a series of General Plan policies, adopted following certification of the General Plan EIR, that mitigate the potential long-term shortage of municipal water supplies. The proposed project's contribution to cumulative demand for domestic water resources would be less-than-significant, and no mitigation is specifically required.

Wastewater

Wastewater Conveyance: Development under the Transit-Oriented Redevelopment project would require the extension of wastewater collection infrastructure into the plan area, the construction of which would occur during other site preparation and roadway construction activities. As noted previously, the project site is an infill redevelopment area, surrounded by urban development and existing utility infrastructure. Expansion and/or reconfiguration of the existing underground wastewater collection system would generally occur as streets are extended and/or improved. These improvements would be carried out pursuant to the sewer system design standards and specifications of the Santa Rosa Utility Department.[25] The installation of infrastructure would generally occur concurrently with project area grading, site preparation and/or roadway construction, and the physical environmental effects of such construction (e.g., dust emissions, elevated ambient noise levels, etc.) are addressed elsewhere in this EIR, and mitigation measures are provided that would reduce such impacts to less than significant levels.

Wastewater Treatment: Development under the Transit-Oriented Redevelopment project would increase the quantity of wastewater collected and transported to the Laguna Subregional Wastewater Treatment Plant, but not in excess of increased demand estimates in the Santa Rosa 2020: General Plan. Implementation of the project would not require the expansion of wastewater treatment facilities beyond existing planned improvements, nor would it exceed applicable wastewater treatment requirements of the Regional Water Quality Control Board.

To determine the amount of increased wastewater that would be generated by the project, residential and non-residential flow generation estimates were derived from a technical memorandum developed as part of the Incremental Recycled Water Program EIR.[26] Based on this technical memorandum, the average residential dwelling unit within the City of Santa Rosa generates approximately 183 gallons per day (gpd) of wastewater, and for commercial/industrial/institutional (CII) uses, each employee represents a generation rate of approximately 28 gpd of wastewater.[27] As noted above in the analysis of domestic water, the Santa Rosa 2020: General Plan assumed an average household size of 2.57 persons-per-household, based on the 2000 U.S. Census. With 280 dwelling units envisioned under the proposed project, the project would have a residential population of about 720; the corresponding quantity of wastewater generated by the residential component at full buildout would therefore be about 131,760 gpd. The General Plan EIR also assumed an average commercial density of 300 sq. ft. per employee. Consequently, with full build-out of the project area (230,000 gross sq. ft.) there would be approximately 767 workers on site; the corresponding quantity of wastewater generated by the CII component at full buildout would therefore be about 21,476 gpd. Together, the residential and CII components of the Transit-Oriented Redevelopment project would generate approximately 153,236 gpd of wastewater, an amount that can be handled by existing facilities. The Transit-Oriented Redevelopment project would not result in the direct construction of new wastewater treatment facilities or the expansion of existing facilities, the construction of which could have significant environmental effect.

During the EIR Notice of Preparation review period for the project, a comment was received that asked how treated wastewater could be used at the project site, now that "purple pipe" has been laid along the Pierson Reach (Pierson Street to Railroad Street) of Santa Rosa Creek. As part of Santa Rosa Creek Bike Path project, dry "purple pipe" was installed for the eventual distribution of recycled water in the downtown area; the piping along the creek is not yet connected to other portions of the recycled water distribution system or the Laguna Subregional Wastewater Treatment Plant, although such connections may occur within the next 5-10 years.[28] The recycled water that will eventually be distributed through this system could be used for irrigation of landscaped areas. The ultimate configuration of the recycled water system is currently under review as part of the Incremental Recycled Water Program (IRWP) Programmatic EIR.[29] To take advantage of this future system, the project landscape design plan would place the master water meter as close to purple pipes as feasible, and eventually tie into the system. These issues would be considered in greater detail once specific projects are proposed within the Transit-Oriented Redevelopment project site.

Cumulative Wastewater Treatment: Development under the Transit-Oriented Redevelopment project would increase the quantity of wastewater collected and transported to the Laguna Subregional Wastewater Treatment Plant, as would other planned and approved development projects in Santa Rosa. As noted in the Santa Rosa 2020: General Plan EIR, completion of the Geysers Recharge project will expand the subregional system's wastewater capacity from 19.2 mgd to 21.3 mgd, 16.3 mgd of which will be permitted for Santa Rosa. The recharge project was designed to accommodate anticipated demand for wastewater disposal based on buildout projections in local general plans in 1994. Since the original proposal of the Geysers Recharge project, Santa Rosa and Rohnert Park have updated their general plans, and the recharge project will not accommodate projected wastewater demand based on their revised buildout projections.

The City of Santa Rosa, as the Managing Partner of the Subregional System, is addressing this projected increased demand (as well as other related issues) through long-term implementation of the Incremental Recycled Water Program (IRWP); the IRWP will provide reliable treatment, reuse, recycling and/or disposal of the wastewater generated from growth anticipated in the general plans of the communities making up the Subregional System (Santa Rosa, Rohnert Park, Cotati, and Sebastopol) in compliance with existing and anticipated regulatory requirements, specifically the California Toxics Rule.[30] In addition, the Santa Rosa 2020: General Plan EIR set forth a series of policies, intended to mitigate the potential for increased wastewater flows greater than available capacity. These include: prohibiting annexations of unincorporated lands unless they are rational, contiguous expansions of existing urban development with adequate services available; expanding the existing recycled water program; requiring the provision of infrastructure improvements needed to serve new development projects before permitting occupancy; and directing growth to areas where services and infrastructure can be provided efficiently. The project is essentially a form of infill development, and wastewater system improvements within the project site area would be consistent with these general plan policies. With an average citywide wastewater generation rate of about 12 million gallons per day (mgd), the project would represent an approximately 0.0127 percent of the total amount of wastewater generated in Santa Rosa. The proposed project's contribution to cumulative impacts on wastewater treatment

facilities would be less-than-significant, and no mitigation is specifically required for the proposed project.

Solid Waste

Solid Waste Generation: Development under the Transit-Oriented Redevelopment project would increase the amount of solid waste generated within the City of Santa Rosa, but not in excess of planned capacity or in a manner that would require the expansion of servicing landfills. Based on information compiled by the Sonoma County Waste Management Agency, 171,191 tons of solid waste was generated by 58,297 households in the City of Santa Rosa in 2001, with about 63,888 tons (37 percent) diverted from the landfill and recycled.[31] The average household in Santa Rosa generates a monthly waste stream of approximately 536 pounds, consisting of 230 pounds of diverted recyclable waste, and 307 pounds of solid waste sent to landfill.

With 280 dwelling units envisioned under the project, the resulting increase in solid waste generated by the residential component of the project on a monthly basis would be approximately 150,161 pounds or 75 tons total. Based on a 1996 Waste Characterization Study, the non-residential portion of the non-recyclable waste stream is about 45 percent; the City does not calculate the solid waste generation rate of non-residential uses by square footage or other metrics. Nevertheless, full buildout of the project would represent the maximum development of the site under the Santa Rosa 2020: General Plan, and the General Plan EIR found that potentially significant impacts from increased demand for solid waste disposal capacity could be mitigated to a less-than-significant level through a series of now-adopted General Plan policies.

As described previously, current capacity of the Central Landfill will accommodate solid waste disposal needs through 2006, and the proposed expansion would enable the landfill to accommodate solid waste demand through 2014. Therefore, given the low percentage increase in solid waste generation, development envisioned under the proposed project would not require substantial additional solid waste transporting and handling facilities to serve the project area at accepted service standards, nor would serving the project area with current solid waste disposal and recycling resources reduce services to the public below accepted or current standards.

Cumulative Solid Waste Generation: Development under the Transit-Oriented Redevelopment project would increase the quantity of solid waste disposed of at the Central Landfill, as would other planned and approved development projects in Santa Rosa, but not in excess of planned capacity or in a manner that would require the additional expansion of servicing landfills. Sonoma County and Santa Rosa are focusing increasingly on waste diversion and recycling through public education and new services and facilities. These factors help accommodate the growing need for solid waste disposal while decreasing per capita solid waste disposal demand. However, even with County and City waste diversion measures, demand is projected to exceed landfill capacity before General Plan buildout in the year 2020 and project development would be responsible for complying with the applicable ordinances enacted by the City of Santa Rosa to achieve the waste reduction goals as mandated by the State.

Also, the City of Santa Rosa and the SCWMA are subject to the provisions of AB 939, which requires a diversion rate of at least 50 percent. Although a diversion rate of 50 percent has not yet been achieved for the City, SCWMA is currently operating under a time extension through December 2003 to achieve the required diversion rate, and is therefore currently considered in compliance with the provisions of AB 939.

Electricity and Natural Gas

Energy Distribution: Development of the Transit-Oriented Redevelopment project would require a reconfiguration of the natural gas and electric distribution system in the project area, the construction of which would occur during other site preparation and roadway construction activities. Reconfiguration of the existing natural gas and electrical systems would generally occur as streets are extended and/or improved. These improvements would be carried out pursuant to California Public Utilities Commission (CPUC) General Order No. 58-A (Standards for Gas Service in the State of California), General Order No. 95 (Overhead Electric Line Construction), and General Order No. 128 (Construction of Underground Electric Supply and Communication Systems). Extension of electric and natural gas facilities in the project area would be carried out by PG&E in accordance with its Rules 15 and 16, as well as local ordinances requiring the undergrounding of relocated and/or extended electrical distribution lines. The installation of infrastructure would generally occur concurrently with project area grading, site preparation and/or roadway construction. The physical environmental effects of such construction (e.g., dust emissions, elevated ambient noise levels, etc.) are addressed elsewhere in this EIR, and mitigation measures are provided that would reduce such impacts to less than significant levels.

Energy Consumption: Development of the Transit-Oriented Redevelopment Plan Area would generate increased demand for natural gas and electricity. Development under the proposed project would require the use of electricity and natural gas resources to serve the new residences and businesses. Based on a preliminary review of the development envisioned under the project (i.e., build-out of the project area pursuant to the Santa Rosa 2020: General Plan), PG&E has determined that existing facilities are adequate to provide service to the project; a final review would be made upon the receipt of projected electric and natural gas loads, as part of the engineering design request that would be submitted to PG&E by the project applicant(s).[32] Anticipated energy supplies for the City of Santa Rosa are projected to be adequate through the planning horizon of the Santa Rosa General Plan, and PG&E has stated that it would be able to meet all future projected demands of the project.[33]

Cumulative Energy Consumption: Development under the Transit-Oriented Redevelopment project would increase the demand for electricity and natural gas, as would other planned and approved development projects in Santa Rosa, but not in excess of planned capacity or in a manner that would directly require the expansion of existing power plants or natural gas collection facilities. However, energy consumption in Santa Rosa, like that of California as a whole, has become the focus of public and government attention with concerns over a shortage of energy supplies and rising costs for energy consumers.

The local electrical and gas supplies are subject to state and regional forces that can increase the cost and potentially interrupt the delivery of energy to the city. Strong economic growth in California contributed to short-term shortages of electrical supplies and high natural gas prices in 2001. The 2001 energy crisis in California has focused the attention of both consumers and suppliers on the need to conserve energy. Over the first six months of the 2001 calendar year, California residences and businesses consistently consumed less electricity than expected. Peak electrical consumption was 9.7 percent below the expected levels (CEC, 2001a). Continued growth will require additional energy use, but will also provide the opportunity for implementing long-term conservation measures.

Assuming maximum annual growth allowed under the City's General Plan, new residential development would increase energy use in the City by 23 percent.[34] Energy use associated with new commercial, industrial, and public services facilities would tend to increase in proportion to the number of workers using them unless provisions are made to incorporate energy conservation measures into their design.

For new development, improved site planning and building design can conserve a considerable amount of energy. Most commercial, industrial and other public services structures are custom designed and can consider building materials, orientation, and other measures not available to smaller units. The design review process provides an opportunity for assisting developers in the selection of appropriate energy conservation and efficiency measures and implementing energy conservation programs. This process provides a mechanism for ensuring that new development is constructed with measures that exceed Title 24 requirements. New projects (buildings and related appliances), would be required to comply with State Title 24 energy standards and therefore would not be found to consume energy in a wasteful fashion.

To meet projected energy demand, PG&E plans to upgrade its existing infrastructure in Santa Rosa and to add two new electric substations, one in the southwest and the other in the south Windsor/north Santa Rosa area. The company also plans to upgrade the local gas main lines to accommodate planned growth and to replace one of the main natural gas feeders to the region with a larger line to increase supply and service reliability.

Endnotes — Utilities

1 Piner-Olivet Union School District. 1998. Jack London Elementary School Draft Environmental Impact Report, May.

2 Sonoma, County of. 1999. Sonoma County Water Agency comments on the Russian River Redevelopment Plan Draft Environmental Impact Report, http://www.freestone.com/riverforum/wtragencycomments.html, January 13.

3 Santa Rosa, City of. 2002. Santa Rosa 2020: General Plan, State Clearinghouse No. 2001012030, Certified June 18, 2002 by City Council Resolution No. 25284.

4 Santa Rosa, City of. 2001 Consumer Confidence Report: *All About the Water You Drink in Santa Rosa: A Report to the Community on our Water Quality*.

5 Santa Rosa, City of. *2001 Year End Annual Report.*

[6] http:/ci.santa-rosa.ca.us/wc/peak_reduce.asp

[7] Sonoma, County of. 2003. Sonoma County Water Agency Water Facts, http://scwa.ca.gov/body_waterfacts.html, March 18.

[8] Santa Rosa, City of. 2003. Santa Rosa Utilities Department Major Responsibilities, http://www.ci.santa-rosa.ca.us/ut/, March 18.

[9] Piazza, Randy. 2003. Personal communication with Laguna Wastewater Treatment personnel, March 20.

[10] Santa Rosa, City of. 2002-03 Operations and Maintenance Budget.

[11] Santa Rosa, City of. 2002. Santa Rosa 2020: General Plan, State Clearinghouse No. 2001012030, Certified June 18, 2002 by City Council Resolution No. 25284.

[12] Empire Waste Management. 2003. About Waste Management, http://www.wm.com/Templates/FAC3750/index.asp, March 19.

[13] *Anonymous*, Ruth. 2003. Personal communication with North Bay Corporation personnel, March 19.

[14] Caldwell, Donna. 2003. Personal Communication with Sonoma County Waste Management Agency., March 28.

[15] Caldwell, Donna. 2003. Personal Communication with Sonoma County Waste Management Agency, March 28.

[16] Wattenburger, Robert C., 2003. Correspondence from Senior New Business Representative, Pacific Gas and Electric Company, October 28.

[17] http://www.energy.ca.gov//energysources.html, *California's Major Sources of Energy*, June 24, 2001, available in project files, Merced County, UC Merced Planning Office.

[18] California Energy Commission. 2002. *Flex Your Power, The Summer 2001 Conservation Report*, February.

[19] This threshold is addressed in Section 3.11, Hydrology and Water Quality.

[20] Santa Rosa, City of. 2002. Water Design Standards, adopted by the Santa Rosa City Council by Resolution No. 25372, September 10.

[21] Santa Rosa, City of. 2002. Santa Rosa 2020: General Plan, State Clearinghouse No. 2001012030, Certified June 18, 2002 by City Council Resolution No. 25284.

[22] West Yost and Associates (WYA) conducted a water supply analysis for the City of Santa Rosa in early 2001 and presented findings in a Draft Technical Memorandum in March 2001.

[23] *Water Code* Section 10912 defines a project as any of the following: 1) A proposed residential development of more than 500 dwelling units. (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space. (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space. (4) A proposed hotel or motel, or both, having more than 500 rooms. (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. (6) A mixed-use project that includes one or more of the projects specified in this subdivision. (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

[24] An acre-foot is the volume of water that would cover one acre of land (43,560 square feet) to a depth of one foot, equivalent to 325,851 gallons of water.

[25] Santa Rosa, City of. 2002. Sewer System Design Standards, adopted by the Santa Rosa City Council by Resolution No. 25372, September 10.

[26] CH2MHill, Winzler & Kelly, 2002. *Technical Memorandum No. 1: Santa Rosa Incremental Recycled Water Program – Future Flows*, June 19. The purpose of this technical memorandum is to develop wastewater flow projections for the Laguna Subregional Water Reclamation Facility that are consistent with the general plans

of each subregional system partner. These flow projections are the basis for the analysis included in subsequent technical memoranda under the Santa Rosa Incremental Recycled Water Program.

[27] Calculated by dividing 30-day average dry weather flow (ADWF) contributions by 2000 populations.

[28] Carson, Dan, 2003. Telephone communication with Capital Facilities Project Manager, November 3.

[29] http://www.recycledwaterprogram.com/program_eir.htm

[30] The U.S. Environmental Protection Agency has promulgated numeric water quality criteria for priority toxic pollutants and other provisions for water quality standards to be applied to waters in the State of California. EPA promulgated this rule based on the Administrator's determination that the numeric criteria are necessary in the State of California to protect human health and the environment.

[31] Sonoma County Waste Management Agency Integrated Waste Management Report Card 2001.

[32] Wattenburger, Robert C., 2003. Correspondence from Senior New Business Representative, Pacific Gas and Electric Company, October 28.

[33] Lopez, Al. 2003. Email from Pacific Gas & Electric Service Planning Supervisor for the Sonoma District, March 19.

[34] Santa Rosa, City of. 2002. Santa Rosa 2020: General Plan, State Clearinghouse No. 2001012030, Certified June 18, 2002 by City Council Resolution No. 25284.

Regulatory Setting

Hazardous Materials Management and Emergency Planning

State and federal laws require businesses that handle hazardous materials to ensure that the hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or reduce injury to health and the environment. California's Hazardous Materials Release Response Plans and Inventory Law, sometimes called the "Business Plan Act," aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored, to prepare an emergency response plan, and to train employees to use the materials safely. This law is implemented locally by the Santa Rosa Fire Department and the Sonoma County Department of Public Health, which also enforce certain fire code regulations pertaining to hazardous materials storage.

Worker Safety

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health Administration is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, the California Division of the Occupational Safety and Health Administration obligates all businesses to prepare Injury and Illness Prevention Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employers are to properly train workers.

Hazardous Waste Handling

The U.S. Environmental Protection Agency has authorized the California Department of Toxic Substances Control to enforce hazardous waste laws and regulations in California. Requirements place "cradle-to-grave" responsibility for hazardous waste disposal on the shoulders of hazardous waste generators. Anyone who creates a hazardous waste is considered a hazardous waste generator. Generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (e.g., banning many types of hazardous wastes from landfills). All hazardous waste generators must certify that, at a minimum, they make a good faith effort to minimize their waste and they select the best waste management method available. Hazardous waste laws and regulations are enforced locally by the Santa Rosa Fire Department and the Sonoma County Department of Public Health.

Soil and Groundwater Contamination

The Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act (together commonly referred to as "Superfund") establish a regulatory process to address the release of hazardous substances that may be harmful to public health and the environment. This process requires responsible parties to clean up contamination and enables parties harmed by hazardous materials releases to be compensated. California has its own version of Superfund, the Hazardous Substances Account Act. Many of the regulatory guidelines, standards, and methods established as part of the Superfund process are used to evaluate health and environmental risks at other sites. The oversight of areas where hazardous materials have been released to the environment often involves several agencies that may have overlapping authority and jurisdiction. The California Department of Toxic Substances Control and the California Regional Water Quality Control Board (North Coast Region) are two state agencies that are often responsible for sites where hazardous materials releases have occurred. In Santa Rosa, the California Regional Water Quality Control Board is more commonly the administering agency that takes preemptive authority over the cleanup of a site, particularly when groundwater is contaminated. Site cleanups can also be overseen by local agencies when written notification is given to the California Department of Toxic Substances Control and the California Regional Water Quality Control Board. Releases of hazardous substances in excess of certain quantities must be reported to the California Department of Toxic Substances Control within 30 days of discovery.

Hazardous Building Components

Structural building components may contain hazardous materials such as asbestos, polychlorinated biphenyls and lead. These materials are subject to various regulatory schemes.

Asbestos. Asbestos is regulated both as a hazardous air pollutant and as a potential worker safety hazard. Bay Area Air Quality Management District and California Division of Occupational Safety and Health Administration regulations restrict asbestos emissions from demolition and renovation activities, and specify safe work practices to minimize the potential to release asbestos fibers. These regulations prohibit emissions of asbestos from asbestos-related manufacturing, demolition, or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential to release asbestos fibers; and require notice be given to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos. California requires the licensing of contractors who conduct asbestos abatement activities.

Polychlorinated Biphenyls (PCBs). The California Department of Toxic Substances Control has classified PCBs as a hazardous waste when concentrations exceed 5 parts per million (ppm) in liquids or when a standard extract of a non-liquid exceeds 5 ppm. Electrical transformers and fluorescent light ballasts may contain PCBs, and if so, they are regulated as hazardous waste and must be transported and disposed of as hazardous waste. Ballasts manufactured since 1978, in general, do not contain PCBs and are required to have a label stating that PCBs are not present.

Lead. California Division of Occupational Safety and Health Administration standards establish a maximum safe exposure level for types of construction work where lead exposure may occur, including demolition of structures where materials containing lead are present; removal or encapsulation of materials containing lead; and new construction, alteration, repair, and renovation of structures with materials containing lead. Inspection, testing, and removing lead-containing building materials is to be performed by state-certified contractors who are required to comply with applicable health and safety and hazardous materials regulations. The U.S. Department of Housing and Urban Development has published guidelines for the evaluation and control of lead-based paint hazards in housing.[1] Typically, building materials with lead-based paint attached are not considered hazardous waste unless the paint is chemically or physically removed from the building debris.

Hazardous Materials Transportation

The U.S. Department of Transportation has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The U.S. Postal Service has developed additional regulations for the transport of hazardous materials by mail. U.S. Department of Transportation regulations specify packaging requirements for different types of materials. The U.S. Environmental Protection Agency has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations. In California, the California Highway Patrol, the California Department of Transportation, and the California Department of Toxic Substances Control play key roles in enforcing hazardous materials transportation requirements.

Existing Conditions

Environmental Database Review and Local Regulatory Agency File Review

In October 2003, a database search of available environmental records was conducted on the project site.[2] The purpose of database search was to identify recognized hazardous materials conditions that may exist within the respective parcels related to current and past use of the site and adjoining properties. This includes the presence or likely presence of any hazardous substance or petroleum product on the properties under conditions that indicate an existing release, a past release, or a material threat of release into structures on the properties or into the ground, groundwater, or surface water on the properties.

The database review concluded that regulatory case files existed for the Santa Rosa Canners parcel, the Berkowitz parcel and the Northwestern Pacific Railroad Authority parcel (SMART parcel). The Salvador Parcel and the West 3rd Street Right-of-Way Parcel did not show up on the database search report as having any open or closed regulatory files.

In November 2003, a site reconnaissance of accessible exterior areas of the Santa Rosa Canners parcel and the SMART parcel was performed and a file review of regulatory records contained at the Sonoma County Department of Public Health and the California Regional Water Quality Control Board (North Coast Region) was conducted. The findings were evaluated to develop opinions regarding the potential

presence of hazardous materials. Based on information obtained at the California Regional Water Quality Control Board, the West 3rd Street Right-of-Way parcel, owned by the City of Santa Rosa and operated by the City of Santa Rosa Public Works Department, is currently listed as a leaking underground storage tank (LUST) site.

The regulatory file reviews confirmed that soil and groundwater contamination has been detected on portions of the Santa Rosa Canners parcel, the SMART parcel and the West 3rd Street Right-of-Way parcel. The file reviews also noted that soil and groundwater contamination associated with these parcels has been documented and that the majority of soil contamination has been remediated or delineated; however, groundwater contamination consisting of total petroleum hydrocarbons as gasoline (TPH-g) and volatile organic compounds (VOCs) has also been detected underlying these parcels. Attribution of the source of contamination of the TPH-g and VOCs has yet to be determined but is suspected as being from off-site sources located east of the parcels.

Santa Rosa Canners Parcel. In November 2000, soil and groundwater samples were collected and analyzed for petroleum hydrocarbons quantified as diesel and motor oil (TPH-d and TPH-mo) and VOCs. Based on the analytical results of the soil and groundwater samples, petroleum hydrocarbons or VOCs were not detected in the soil samples, the likely source of petroleum hydrocarbons and VOCs in groundwater beneath the site is to the southeast or east, and the petroleum hydrocarbons and VOC impacts to groundwater do not appear to be related (i.e., they are from different sources) because TPH-d was detected at a maximum concentration of 2,200 microgram per liter (μg/l) and TPH-mo was detected at a maximum concentration of 14,000 μg/l and the VOC plume appears to be aged and in the process of natural attenuation.

In 2002, a 45 foot long, 13 foot wide and eight foot deep concrete vault was discovered underneath the former loading dock area on the east side of northernmost building at the site. The vault contained mixture of oil and water. Approximately 22,155 gallons of waste product oil and water was removed and transported off-site. The oil/water level in the vault was approximately 1 to 2 feet below the existing grade at the site. Water levels in previous borings drilled at the site indicated that the groundwater table is at a depth of greater than 20 feet below ground surface. Given the relative difference in water levels between the tank and native groundwater, it is believed that the presence of water in the vault is not due to seepage into the tank from groundwater and further implies that the concrete integrity of the vault is still good. The vault appears to be up against or is part of the footing for a load-bearing wall on the east side of the building. To remove the tank for closure purposes and collect confirmation soil samples may impact the structural integrity of the foundation of the building. Currently, the California Regional Water Quality Control Board and the property owners are working together to resolve the final disposition of the vault prior to any redevelopment of the site.

SMART Parcel. In October 2003, Kennedy/Jenks Consultants conducted remedial activities to remove previously identified areas with TPH-d and TPH-mo impacted soils. The historic activities associated with the operation of the former railroad depot were apparently the source of the TPH-d and TPH-mo impacted soils. Soil borings were advanced at the site to collect soil samples for analytical testing and to delineate areas requiring soil excavation. The lateral extent of each soil excavation was

determined from the analytical soil results and visual inspection from a California Regional Water Quality Control Board representative on-site during excavation activities. The vertical extent of each excavation was also determined by analytical soil results, visual inspection or terminated by the occurrence of groundwater. Approximately 5000 cubic yards of soil was excavated and stockpiled for subsequent transport off-site at an approved soil disposal facility. In addition, a wooden, underground storage tank (UST) was encountered and subsequently removed along with associated piping.

Future remediation activities at this site may involve the installation of groundwater monitoring wells to investigate the extent of any on-site- and/or off-site-impacted groundwater. As mentioned above, groundwater contamination consisting TPH-g and VOCs has been detected underlying these parcels. Attribution of the source of contamination of the TPH-g and VOCs has yet to be determined but is suspected as being from off-site sources located east of the parcels.

West 3rd Street Right-of-Way Parcel. A small pipe is located behind the 3 West 3rd Street property that discharged gasoline-impacted groundwater into Santa Rosa Creek. This property is immediately south of the Santa Rosa Canners parcel. In 1999, an investigation into the source of the impacted groundwater revealed that the small pipe is located within the eastern creek bank and extends from the point of discharge to the 3rd Street bridge. Subsequent investigation conducted by the California Regional Water Quality Control Board and the Santa Rosa Public Works Department revealed that an undiscovered UST beneath the westbound right-of-way of West 3rd Street is the probable source of the gasoline-impacted groundwater into Santa Rosa Creek. The Santa Rosa Public Works Department has recently plugged the small pipe to stop any further release into the creek. Further investigation of this UST is currently ongoing as to resolve the final disposition and removal of the UST from the West 3rd Street right-of-way.

Berkowitz Parcel. Although the Berkowitz parcel (2 West 3rd Street) is listed as an open file case with the California Regional Water Quality Control Board, further action is not required by the property owner.[3] The site remains listed as an open file until final resolution of the UST discovered in the West 3rd Street right-of-way. Suspect impacted soil and groundwater may exist at this property as a result of the UST and/or other off-site sources.

Impacts and Mitigation Measures

Standards of Significance

A hazardous material impact is considered significant if it would:

- Create a significant hazard to the public or the environment through routine transport, use, or disposal.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving release into the environment.
- Expose people to existing contaminants in soil, groundwater or structures.

The proposed project would implement structure removal or renovation to make way for site preparation and construction of the proposed mixed-use development. These actions could result in

potential impacts related to hazardous materials by stimulating, or removing impediments to development and construction.

Project Evaluation

Impact 3.8-1

Construction activities associated with project development could disturb any unknown remaining contaminated areas and inadvertently expose construction workers or the environment to a health risk. Based on the findings of the regulatory file reviews, this impact is considered potentially significant. (PS)

Project development in general would involve disturbing soil at various locations. For example, excavation and grading would be necessary to install infrastructure, such as water lines, sewer lines, electrical utilities, and access roads. Site excavations could occur in contaminated soil areas that were not discovered during site investigations, either at or below the surface of the site. The potential exposure routes for hazardous materials are inhalation of airborne particulates, skin adsorption and ingestion. During construction, these materials could pose potential health hazards to construction workers and the surrounding community.

If earth-moving activities in contaminated areas were to be undertaken without appropriate safeguards, workers directly engaged in on-site activities would face the greatest potential for exposure. The public could be exposed if access to the site were insufficiently controlled or if contaminated soil were to become airborne. Hazardous materials exposure could cause various short-term and long-term health effects specific to the particular chemicals present (if present in sufficient concentrations and durations). Petroleum hydrocarbons are often associated with dermatitis, and solvents can affect the central nervous system, sometimes acting as depressants or anesthetics. Some contaminants, such as benzene, are carcinogenic.

Mitigation Measure 3.8-1

In the event new contamination is discovered, further investigations should be completed on the property to verify the extent of contaminated soils and if any necessary remediation actions would be required. Because the contaminated materials could pose a potential health hazard to construction workers, if contaminated soil is confirmed, a comprehensive Site Safety and Health Plan would be required to keep occupational exposure within prescribed limits and to prevent the migration of contaminants beyond the site boundaries (a California Division of Occupational Safety and Health Administration requirement for work at hazardous waste sites).

The plan would be prepared by a consultant specializing in the handling of hazardous materials in accordance with regulatory requirements and the *Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities*.[4] It would identify potential hazards, material handling procedures, dust suppression measures, necessary personal protective clothing and devices, and appropriate equipment. In addition to measures that protect on-site workers, the plan would include measures to minimize public exposure to contaminated soil or groundwater.

Such measures would include dust control, appropriate site security, restriction of public access, perimeter air monitoring, posting of warning signs, and would apply from the time of surface disruption throughout the completion of earthwork construction.

If elevated levels of hazardous materials would be detected, more effective dust control measures would need to be implemented including more frequent watering of excavated materials, or more frequent covering of material that is stockpiled at the point of excavation. If levels of detection at the construction site perimeter do not exceed allowable levels of exposure for workmen at the site, it is unlikely that pedestrians or other members of the general public would be subject to harmful exposures.

The Safety and Health Plan would need to be implemented through the direction of a Site Safety Officer. Implementation of this mitigation measure would reduce Impact 3.8-1 to a less than significant level. (LS)

Mitigates:	Impact 3.8-1 (LS)
Implementation:	Approval of a remedial action plan (if required) by the Regional Water Quality Control Board, and implementation of the remedial action plan. Site Safety and Health Plan to be submitted to the County and Bay Area Air Quality Management District, prior to issuance of a grading permit
Responsibility:	Project developer/contractor.
Monitoring:	City of Santa Rosa in collaboration with the Regional Water Quality Control Board, Bay Area Air Quality Management District.

Impact 3.8-2

Structure demolition and removal could disturb hazardous materials in existing buildings and building components, resulting in increased risk of human or environmental exposure to hazardous materials. This would be a potentially significant impact. (PS)

Project construction would require the demolition, removal or renovation of existing buildings. Building components in older structures could contain hazardous materials, such as asbestos, PCBs, lead, or mercury. As discussed below, such materials could pose health and safety hazards to individuals exposed to them, and if released, they could cause environmental degradation and risk to human health.

Asbestos can be found in fire-proofing, sprayed-on acoustic ceiling materials, thermal insulation, wall and ceiling texture, floor tiles, and other materials in existing buildings and facilities, particularly if constructed prior to the 1970s. Asbestos poses health hazards when inhaled; therefore, friable (easily crumbled) asbestos is potentially hazardous. Non-friable asbestos and encapsulated friable asbestos do not pose substantial health risks. Upon building demolition, asbestos fibers (if any are present), could be released to the environment unless proper precautions are taken. Government regulations limit asbestos emissions from asbestos-related demolition and construction activities, and specify precautions and safe work practices that must be followed to minimize the potential release of asbestos fibers.

Building components containing polychlorinated biphenyls, lead, or mercury could also be found in areas to be demolished. Polychlorinated biphenyls were once common components of electrical transformers and fluorescent light ballasts. They are now regulated under the Federal Toxic Substances Control Act. In sufficient concentrations, the metals, lead and mercury are toxic. They are regulated as hazardous wastes.

Applicable health and safety requirements could minimize the risks of handling asbestos, polychlorinated biphenyls, lead, mercury, and other hazardous materials that could be present, unless they fail to be identified adequately prior to demolition or renovation. If any unidentified hazardous materials were to remain in existing facilities when demolition or renovation occurred, these hazardous materials could create worker health hazards, result in environmental releases of these hazardous materials, or result in inappropriate waste disposal. In this way, a substantial hazard to the public or the environment through the mishandling or disposal of hazardous wastes could occur without mitigation. Appropriate hazardous materials surveys and safety precautions would be needed to avoid the potentially significant impact of possible exposure to hazardous materials in existing facilities and building components to be demolished.

Mitigation Measure 3.8-2

Prior to commencing the demolition or removal of any existing building or facility in the project area, the developer should retain a qualified environmental specialist (e.g., a Registered Environmental Assessor) to inspect the building or facility. The specialist would identify any asbestos, polychlorinated biphenyls, mercury, lead, or other hazardous materials present which would then be tested. If found at levels that would require special handling, these materials would need to be managed as required by law and according to federal and state regulations and guidelines, including those of the Bay Area Air Quality Management District, the California Division of Occupational Safety and Health Administration, the California Department of Toxic Substances Control, and any other agency with jurisdiction over these hazardous materials. Implementation of this mitigation measure would reduce Impact 3.8-23 to a less than significant level. (LS)

Mitigates:	Impact 3.8-2 (LS)
Implementation:	Prior to the demolition of any building or facility.
Responsibility:	Project developer.
Monitoring:	City of Santa Rosa in collaboration with the Regional Water Quality Control Board, Bay Area Air Quality Management District, California Department of Toxic Substances Control.

Impact 3.8-3

Demolition or removal of structures containing hazardous materials could reduce potential health threats and prevent individuals on and off-site from encountering these materials in the future. In addition, project construction would also minimize the potential for public exposure to hazardous materials. This would be a beneficial impact. (B)

To the extent the proposed project would remove hazardous materials from existing facilities would be beneficial over the long term. The removal of such materials could reduce potential health threats. Properly handling and disposing of contaminated materials as explained under Impact 3.8-2 would protect the environment and prevent potential future adverse health or safety effects.

Construction of the proposed residential and commercial buildings, parking structures, surface parking lots and landscape features would largely remove the potential for inhalation of soil particulates and dermal contact with any residual contamination in the soil over the long term. In addition shallow groundwater at the site is not a drinking water source; therefore, the risk of groundwater ingestion and inhalation of VOCs in groundwater would also be reduced to a less than significant risk.

Mitigation Measure 3.8-3

None required. (B) See Mitigation Measures 3.8-1 and 3.8-2. (LS)

Endnotes – Hazardous Materials

1 U.S. Department of Housing and Urban Development, *Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing*, June 1995, revised 1997.

2 Environmental Data Resources, Inc., *The EDR Radius Map with GeoCheck, Railroad Square Historic District, Santa Rosa, CA 95401,* prepared for EIP Associates, Inquiry Number: 01072720.1r.

3 Telephone conversation conducted by Cliff Nale, EIP Associates, with Joan Fleck, Engineering Geologist, California Regional Water Quality Control Board, North Coast Region, November 25, 2003.

4 National Institute for Occupational Safety and Health, U.S. Occupational Health and Safety Administration, U.S. Coast Guard, and U.S. Environmental Protection Agency, *Occupational Safety and Health Guidance Manual for Hazardous Waste and Site Activities*, 1985.

3.9 CULTURAL RESOURCES

Introduction

This section describes and assesses potential impacts to cultural resources in the Transit-Oriented Redevelopment project area. Cultural resources are defined as historic architectural resources, as well as prehistoric or historic archaeological resources. The proposed redevelopment project could adversely affect significant cultural resources directly, due to demolition or construction-related impacts, or indirectly by substantially affecting the existing setting of a significant cultural resource. The description of cultural resources is based on archival research at the Northwest Information Center at Sonoma State University, information from recent historic resource evaluation reports prepared for this project, the National Register Nomination Form for the Railroad Square Historic District and site surveys.

The Setting section, below, describes applicable policies and regulations with respect to cultural resources, and identifies significant cultural resources in the project area that could be affected by the proposed project. The Impacts and Mitigation section provides standards of significance, and identifies significant impacts to cultural resources, as well as mitigation measures to avoid such impacts or reduce them to less-than-significant levels.

Setting

Applicable Policies and Regulations

Federal Regulations. The National Historic Preservation Act of 1966 (NHPA), as amended, requires federal agencies with jurisdiction over a proposed action to take into account the effect of the action on historic properties. The NHPA established the National Register of Historic Places (NRHP), which contains an inventory of the nation's significant prehistoric and historic properties. Under 36 CFR part 60, properties are recommended for possible inclusion on the NRHP if the property is at least 50 years old, has integrity, and meets one of the following criteria:

A. Is associated with significant events in history, or broad patterns of events;

B. Is associated with significant people in the past;

C. Embodies the distinctive characteristics of an architectural type, period, or method of construction, or is the work of a master, or possesses high artistic value, or that represents a significant and distinguishable entity whose components may lack individual distinction;

D. Has yielded, or may yield, information important in history or prehistory.

Certain types of properties are usually excluded from consideration for listing in the NRHP, but can be considered if they meet special requirements in addition to meeting Criteria A to D. Such properties include religious sites, relocated properties, graves and cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past fifty years.

State Regulations. As defined by Section 15064.5(a)(3)(A-D) of the State CEQA Guidelines, a resource shall be considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources. The California Register of Historical Resources and many local preservation ordinances have employed the criteria for eligibility to the National Register of Historic Places (NRHP) as a model, since the National Historic Preservation Act of 1966 (NHPA) provides the highest standard for evaluating the significance of historical resources. A resource that meets the NRHP criteria is clearly significant at the state level. In addition, a resource that does not meet the NRHP standards may still be considered historically significant at a local or state level. CEQA regulations specifically state that a resource need not be listed on any register to be found historically significant (Public Resources Code Section 21084.1).

Section 15064.5(c) of the State CEQA Guidelines applies to the analysis of effects on archaeological sites. When a project will affect an archaeological site, a lead agency must determine whether the site is a historic resource, and therefore subject to the NRHP criteria listed above (particularly Criterion D), or whether the site is a *unique archaeological resource*, as defined in Section 21083.2 of CEQA, and whether the provisions of that section for mitigation apply. If a lead agency determines that an archaeological site is neither historic nor unique, Section 21083.2(h) of CEQA states that the resource requires no further consideration, other than recordation.

Local Regulations. The City of Santa Rosa adopted a Preservation Ordinance in 1988 and created the City's Cultural Heritage Board to protect and preserve Santa Rosa's historic resources. The Historic Preservation Element of the City of Santa Rosa *General Plan* also contains a number of goals and policies applicable to the proposed Transit-Oriented Redevelopment Project.[1] These policies are listed and discussed in Section 3.1 of this EIR, Relationship to Plans and Planning Policy.

The Historic Properties and Districts section of the City of Santa Rosa *Design Guidelines* contains general design guidelines for the treatment of historic properties and districts.[2] Goals applicable to the proposed project include:

- Encourage maintenance and retention of historic structures and districts (Goal B)
- Ensure that alterations to historic buildings are compatible with the character of the structure and the neighborhood (Goal C)
- Discourage the demolition of significant historic structures (Goal D)

The Design Concept section of the City of Santa Rosa *Railroad Square Plan* also contains objectives and policies for the treatment of historic buildings in the Railroad Square Preservation District, as well as construction of new buildings.[3] Policies applicable to the proposed project include:

- Retain and enhance the distinctive architectural character that existed from around 1900 to the 1930's. Restoration of the original historic character is the primary goal. New construction is also permitted, which is compatible in materials, size, scale, color, and texture with the earlier buildings. Designs, colors, and materials which associate with current fads or fashions should be viewed with great caution. Restoration and reconstruction, including new construction, should be accomplished according to recognized rehabilitation standards, such as the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitation Historic

Buildings." These or similar restoration standards are required for historic district properties entered on the National Register of Historic Places. (Policy IVA)

Prehistory/Archaeology

Native Americans began to inhabit the Santa Rosa region approximately 7,000 years ago and spoke Bitakomtara and Konhomtara, two of the Southern Pomo languages. Santa Rosa contains approximately 190 recorded Native American resources.[4] The Santa Rosa Basin, with its six major drainages including Santa Rosa, Mantanzas, Piner, Rincon, Austin, and Brush Creeks, are significant with respect to prehistoric resources because Native American archaeological sites in this portion of Sonoma County tend to be located near waterways. Native American sites have also been located along ridgetops, midslope terraces, alluvial flats, the base of hills, and near vegetation ecotones. Therefore, areas near these natural features are most likely to contain recorded or still undiscovered prehistoric resources. In addition, Annadel State Park, an important obsidian source for Native American tool manufacture, is located adjacent to Santa Rosa. Native American resources may include chert or obsidian flakes, projectile points, mortars, pestles, dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials.

Remnants of Native American civilization have been discovered along Santa Rosa Creek and its tributaries, in the adjacent alluvial valleys and surrounding plains, in the hills, in the Annadel State Park area, in the Laguna de Santa Rosa, and in the Windsor area. The remains of entire settlements, including three former villages, have been found in northern Santa Rosa.[5]

Euroamerican History

The first recorded overland Spanish expedition into present-day Sonoma County took place in 1810 under the leadership of Gabriel Moraga who may have crossed Santa Rosa Creek in the general vicinity of the project area.[6] Following the founding of Mission Dolores and the Presidio in San Francisco, the Spanish began raiding the Southern Pomo territory for potential converts. By the 1820s at least 600 Pomo, many recruited as far north as Santa Rosa, had been baptized at Mission San Rafael and Sonoma. A principal Southern Pomo village was reported at the headwaters of Santa Rosa Creek during Spanish times. Other accounts place a major village near the city of Santa Rosa. Other regional village sites were likely located along the Laguna de Santa Rosa. No Native American villages or features are known to be located within the project area or in the immediate vicinity.[7]

During the previous Spanish era, the land of Alta California remained under government control. It was not until the Mexican Period (1822-1848) that large tracts of land were granted to individuals who engaged in cattle ranching as well as in the hide and tallow trades. Over two dozen land grants were issued to General Vallejo and his family in Sonoma County. No adobe structures or potential historical remains associated with the Spanish or Mexican periods are known to exist in the project area.

The town of Santa Rosa was established in the 1850s and contained approximately 400 citizens by 1859 who were primarily involved with cattle ranching and potato farming. Santa Rosa's industrial base began when the first railroad arrived in 1870, bringing with it opportunities and employment that

caused a population boom, increasing the town from approximately 900 people in 1870 to 3,000 in 1880.[8] The earliest agricultural products were grain, followed by hops, fruit (plums, peaches, apples), wine grapes and walnuts. By the late nineteenth century, the Northern Pacific Railroad was constructed from the San Pablo Bay through the towns of San Rafael, Petaluma and Santa Rosa. The North Pacific Coast Railway, from Duncan Mills on the Russian River also passed through Santa Rosa. These railroads were later consolidated into the Northwestern Pacific Railroad.

Project Area History. The railroads began a lucrative freight business from existing and rapidly developing local industries. A number of industries were concentrated along 4th Street in the project area, including tanneries, breweries, woolen mills, flour mills, wineries and canneries. It was during this rapid expansion of the railroads, from about 1870 to 1936, that Santa Rosa became a service center for Sonoma County. Businesses, factories and hotels sprang up around Railroad Square in close proximity to the railroad. The present Northwestern Pacific Railroad Depot was constructed of locally-quarried stone in 1904 on the site of an earlier two-story wood-frame depot. Railroad Square was laid out on the Wilson Street side of the depot, and trees were planted along the perimeter. Other stone buildings facing Railroad Square are the Western Hotel (1903), the La Rose Hotel (1907), and the REA Express Building (c. 1915). Most of the buildings in the Railroad Square district were demolished in the 1906 earthquake. The buildings which survived the earthquake were the double-brick warehouses at 46 W. Sixth Street (1888), the Western Hotel, and the Northwestern Pacific Railroad Depot.[9]

A number of fruit packing and canning industries were established in the project area during the early part of the twentieth century, centered on W. 3rd Street adjacent to the railroad tracks. By 1916, the California Fruit Canners Association and three San Francisco-based canning companies merged to create the California Packing Corporation or "Cal Pack," a predecessor to Del Monte. Cal Pack constructed the cannery at 3 W. Third Street in 1917 on the site of an earlier cannery building that had been destroyed by fire, and the adjacent Plant # 5 at 60 W. 6th Street during an expansion of its facilities in 1919. The 40,000-gallon steel-frame water tower to the west of Plant # 5 was also constructed around this time. Cal Pack was the largest industrial employer in Santa Rosa, employing a total of 425 people at its Santa Rosa and Healdsburg plants, and was the industrial hub of Santa Rosa's Westside in the packing season, operating from its three block complex between the railroad tracks and Santa Rosa Creek, W. 3rd and W. 6th Streets. Produce came by train – pears from Mendocino and Lake counties; apples, berries, and cherries from Sebastopol; and peaches and plums from Geyserville and Cloverdale. By the late 1920s, ranchers had replaced berry vines with orchards, and packing sheds moved closer to their sources, and freight rates became prohibitively expensive. Cal Pack transferred much of its Santa Rosa business to new larger plants in San Leandro, and the cannery buildings were gradually adapted to new uses such as warehousing.[10]

With the Depression of the 1930s and competition from automobiles and trucks, passenger rail service to Santa Rosa declined, and commercial development was no longer as dependent upon rail transportation. By the 1950s and 60s, the Railroad Square area was separated from downtown Santa Rosa by the construction of Highway 101 to the east. The area slowly decayed but was left virtually intact, with many significant structures from the city's railroad era remaining, representing the City's development as a transportation and industrial hub from 1870 to 1925.[11] A number of buildings in

Railroad Square have been rehabilitated or adapted for new uses, and the area currently contains a mixture of commercial, retail, and industrial/transportation uses, as well as a few vacant lots (see Section 3.2 of this EIR, *Land Use*).

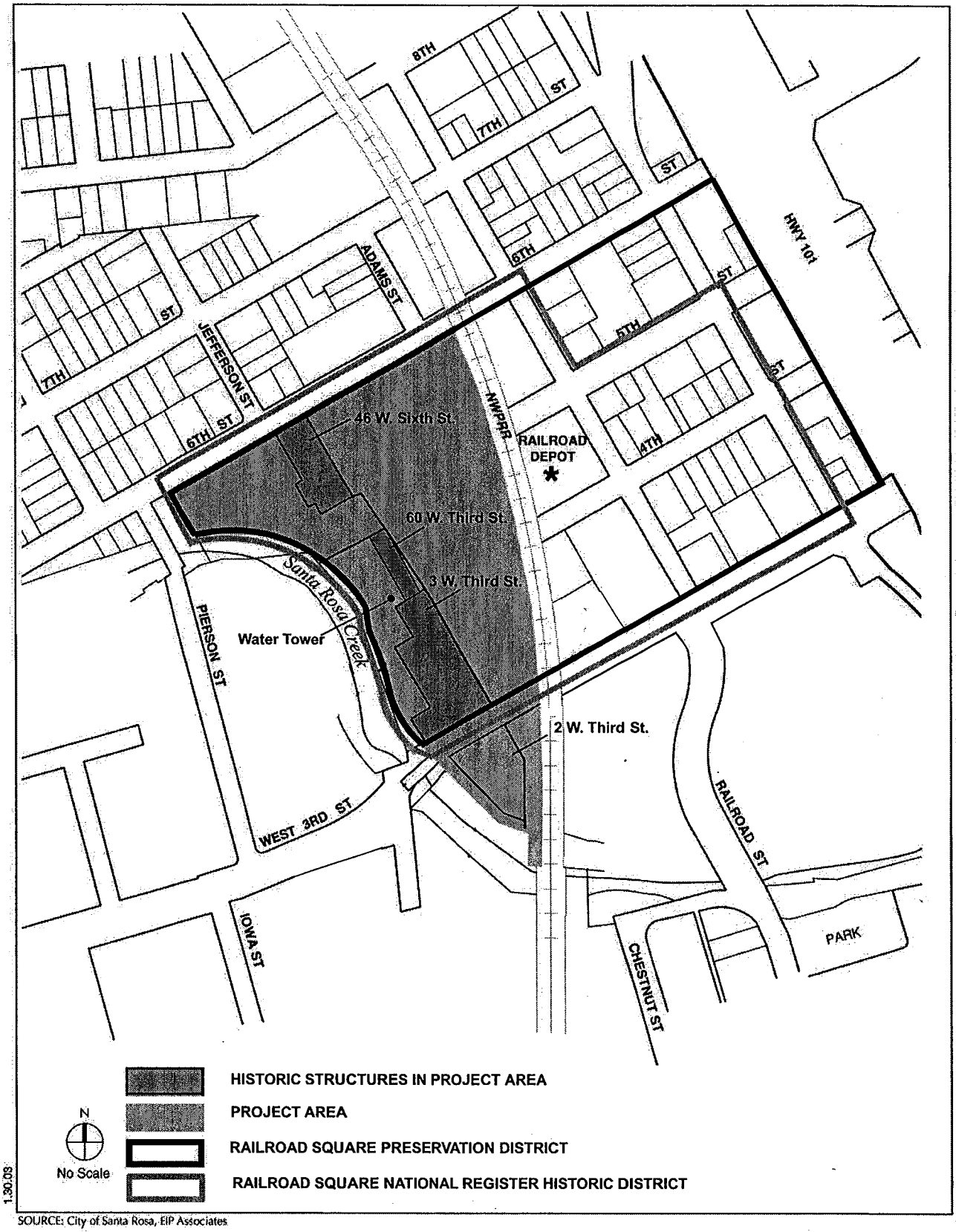
Historic Architectural Resources in the Project Area.

In 1977, the Railroad Square Historic District was nominated for the National Register of Historic Places, and listed in the National Register in 1979. The District is generally bounded by W. 3rd Street, W. 6th Street, Davis Street, and Santa Rosa Creek.[12] In 1978, this area became the City of Santa Rosa Railroad Square Preservation District via resolution 13572.[13] The Railroad Square Preservation District is also listed as a California State Point of Historical Interest (SPHI). The project site area is located within the western edge of both the Railroad Square National Register District and Santa Rosa's Railroad Square Preservation District. The boundaries of both districts are contiguous in the project area, however, the Santa Rosa Preservation District is somewhat larger, extending one block east of Davis Street to the western edge of Highway 101 (See Figure 3.9-1).

Fifteen buildings and structures contribute to the historic significance of the Railroad Square National Register Historic District. Four of these contributory buildings/structures are located in the project area; the double-brick warehouse at 46 W. 6th Street, the former Cal Pack canneries at 3 W. 3rd and 60 W. 6th Streets, and an associated steel water tower.[14] The four contributory buildings/structures are important elements that characterize the visual and architectural aspects of both Districts, and are described as "Buildings and Sites of Major Focal Point" in the National Register Nomination Form.

As a listed National Register Historic District and a City of Santa Rosa Preservation District, the Railroad Square Preservation District is automatically eligible for listing in the *California Register*. The Santa Rosa Preservation District as a whole is therefore considered an "historic resource" for CEQA purposes. In addition to being important contributory elements to both Districts, the former cannery buildings and associated steel water tower at 3 W. 3rd Street and 60 W. 6th Street have been recommended individually eligible for the *California Register* for their architectural and historical significance by Clark Historic Resource Consultants.[15] Carey & Co. Inc. evaluated the double-brick warehouse at 46 W. 6th Street in a survey and evaluation in October 2003 and recommended it individually eligible for listing in the *California Register* for its historical and architectural significance. These historic resources are identified on Figure 3.9-1 and on Table 3.9-1 on page 3.9-6.

A single-story wood frame and concrete block furniture warehouse at 2 W. 3rd Street on the Berkowitz parcel is within the project area, and was evaluated by Tom Origer & Associates in January 2001.[16] This property was also verified and reevaluated by Carey & Co. Inc. in October 2003. This building is outside of both the Railroad Square National Register Historic District and the Railroad Square Preservation District. The building was found ineligible for listing in the National Register as it was constructed in 1962 and has not yet reached the 50-year age threshold for eligibility as an historic resource, and does not appear to meet the criteria for exceptional significance.[17] Carey & Co. Inc. verified that the building lacks historic or architectural merit, and does not appear to be associated with important individuals in the history of Santa Rosa. Therefore, the property at 2 W. 3rd Street appears ineligible for listing in the *National Register, California Register*, or as a local landmark. This



SOURCE: City of Santa Rosa, EIP Associates

EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 3.9-1: HISTORIC RESOURCES IN THE TRANSIT-ORIENTED REDEVELOPMENT PROJECT AREA

property, as well as the warehouse at 46 W. 6th Street, has been recorded on State Department of Parks and Recreation (DPR) forms, which are included in Appendix B of this EIR, *Primary Record, 46 West 6th Street, 2 West 3rd Street.*

Table 3.9-1
Historic Architectural Resources in the Project Area

Location/Address/Parcel	Year Built	Former Use	Current Use	Significance*
Railroad Square National Register Historic District	1870 - 1925	Industrial/transportation hub of Santa Rosa	Mixed Use/Commercial	NRHP 1S
Santa Rosa Railroad Square Preservation District	1870 - 1925	Industrial/transportation hub of Santa Rosa	Mixed Use/Commercial	CRHR 1CL
3 W. 3rd Street/Santa Rosa Canners	1917	Cannery/Water Tower	Vacant	NRHP 1D/ CRHR 3CS
60 W. 6th Street/Santa Rosa Canners	1919	Cannery (Plant #5)	Occidental Leather	NRHP 1D/ CRHR 3CS
46 W. 6th Street/Salvador	1888	Cannery Warehouse	DBA Dance Center	NRHP 1D/ CRHR 3CS

*1S: Separately listed in *National Register of Historic Places*.
1D: Listed in the *National Register* as a contributor to a district.
1CL: Automatically listed in the *California Register of Historic Resources*
3CS: Appears eligible for *California Register* as an individual property through survey evaluation.

The Santa Rosa West End Preservation District is located immediately north from the project site, bounded by W. 6th Street on the south, W. 9th Street on the north, the railroad tracks on the east, and Dutton Avenue to the west. The West End Preservation District contains numerous residences constructed primarily during the early part of the twentieth century representing many architectural styles, including Craftsman Bungalow, Queen Anne Cottage, Colonial Revival, and Vernacular. Although many of the structures within the West End Preservation District have been determined eligible for listing in the National Register as contributors to a district (NRHP status code 3D), the buildings immediately opposite the project site on the north side of W. 6th Street (45 - 119 W. 6th Street) were determined ineligible for listing in the National Register (NRHP status code 6), and are non-contributors to this Preservation District.[18]

Prehistoric Archaeological Sites/Sensitivity

Native American archaeological sites in this portion of the Santa Rosa Plain tend to be frequently found on or near the creeks and occasionally on slightly elevated land surfaces away from current stream alignments but associated with seasonal wetlands. A review of records and literature on file at the Northwest Information Center at Sonoma State University revealed that the project area contains no recorded native American or historic-period archaeological resources listed with the Historical Resources Information System, and that there is no record of an archaeological resources study of the

project area.[19] Due to the project location near the banks of Santa Rosa Creek and the lack of a complete archaeological survey in the project area, there is a moderate to high possibility of encountering unrecorded Native American resources during project construction.

A sacred lands file check with the Native American Heritage Commission failed to indicate the presence of Native American cultural resources in the immediate project area.[20] However, the absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in the project area.

Historic Archaeological Sites/Sensitivity

Historic archaeological sites include buried resources dating from historic settlement and development periods. A review of historical literature and maps on file at the Northwest Information Center indicate historic activity in or near the project area. Significant historic-period archaeological sites contain mid-19th century ceramics, glass, bone, and features have been recorded near the project area. Given the recognized historic importance of the area and the presence of significant built environment and archaeological resources surrounding the project area, there is a high possibility of encountering historic-period archaeological resources.[21]

Impacts and Mitigation Measures

Standards of Significance

Potential damage to or disturbance of important archaeological or historical resources determined eligible for listing in the *California Register*, or listed in a local register of historical resources, would be considered a significant impact. CEQA Section 15064.5(b) essentially states:

> A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of an historical resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such at the significance of the resource would be materially impaired. The significance of an historical resources is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that account for its eligibility for listing in the *California Register*, or listing in a local register of historical resources.
>
> Generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties* shall be considered as mitigated to a level of less than significant impact to an historical resource.

The following impacts and mitigation measures discussion addresses two principal cultural resource issues: 1) archaeological resources and 2) historic architectural resources.

Archaeological Resources

Impact 3.9-1

Based on what is known about the region, and despite the fact that the project site has been heavily disturbed in the past through site development and use, it is reasonable to conclude that subsurface prehistoric or historic-period cultural deposits could be found within the project area and could be subject to adverse destructive impact if disturbed. This would be a potentially significant impact. (PS)

As noted previously, the project area contains no recorded native American or historic-period archaeological resources listed with the Historical Resources Information System, and that there is no record of an archaeological resources study of the project area. Due to the project location near the banks of Santa Rosa Creek and the lack of a complete archaeological survey in the project area, there is a moderate to high possibility of encountering unrecorded Native American resources during project construction. In addition, there is a high possibility of encountering historic-period archaeological resources. However, the project area has been so heavily disturbed that it is unlikely that a field survey at this time would yield the presence of prehistoric and/or historic cultural resources within the project site.

Mitigation Measure 3.9-1

In the event that unknown archaeological remains are discovered during subsurface construction, land alteration work in the vicinity of the find should be halted and a qualified archeologist consulted. Prompt evaluations could then be made regarding the find and a resource management plan that is consistent with CEQA requirements could then be implemented. Options would include site avoidance, capping with a protective layer of fill, or recovery. If prehistoric archeological deposits are discovered, local Native American organizations should be consulted and involved in making resource management decisions. All applicable State and local legal requirements concerning the treatment of cultural materials and Native American burials should be enforced. Operators of site grading and excavation equipment should be instructed to be observant for unusual or suspect materials that may surface from below during site grading and excavation operations. The implementation of this Mitigation Measure would reduce Impact 3.9-1 to a less than significant level. (LS)

Mitigates:	Impact 3.9-1 (LS)
Implementation:	Include requirements in project site grading and excavation specifications.
Responsibility:	Project Developers.
Monitoring:	City of Santa Rosa, Department of Community Development.

Historic Architectural Resources

Impact 3.9-2

Potential direct impacts to historic architectural resources resulting from project buildout could include demolition or substantial alteration to four properties in the project area recommended individually eligible for the California Register. Demolition or substantial alteration to these resources could materially alter those physical characteristics that account for their listing in the California Register, or listing in the local register of historical resources. This would be a significant impact (S).

The project area is located within the Railroad Square National Register District and the Santa Rosa Railroad Square Preservation District. Both Districts are automatically eligible for listing in the *California Register,* and are therefore considered "historic resources" for CEQA purposes. Four buildings/structures located in the project area are contributory to both Districts, and have been recommended individually eligible for the *California Register*; the former cannery buildings at 60 W. 3rd Street and 3 W. 3rd Street and associated steel water tower (Santa Rosa Canners Parcel), and the 1888 double-brick warehouse at 46 W. 6th Street (Salvador Parcel).

The Transit-Oriented Redevelopment project under General Plan buildout would provide up to 20,000 gross square feet (gsf) of commercial development and 100 residential units on the Santa Rosa Canners parcel, and up to 10,000 gsf of commercial development and 130 residential units on the Salvador parcel. These development plans could demolish or substantially alter the existing buildings/structures as individually eligible resources, and could have indirect impacts on the historic significance of the Santa Rosa Railroad Square Preservation District as contributory resources. Potential indirect impacts to historic architectural resources could also include new construction within the Railroad Square Preservation District that is incompatible with the District's historic character.

Mitigation Measure 3.9-2

The following procedures are available to protect historic architectural resources (see also Mitigation Measure 3.9-3):

A. Adaptive reuse of the buildings/structures in accordance with *the Secretary of the Interior's Standards*, while accomplishing some of the commercial square footage and housing goals as originally established for the project. Consistency with the *Standards* should be reviewed by the City of Santa Rosa Cultural Heritage Board and Design Review Board.

B. Relocation of the structures to other locations in the Railroad Square Preservation District where the structures can be preserved.

C. If the above mitigation alternatives cannot be implemented and a property may be damaged or destroyed, it is recommended that an "Historic American Building Survey" be prepared. Such a procedure involves the recording of the structure through a written report and photographs. The documentation would be completed on standardized forms and would be

accurate in detail to such an extent that after demolition, the structure could be reconstructed from the survey data. Copies of the documents should be filed with the appropriate State and local repositories.

The implementation of Mitigation Measure 3.9-2A would reduce Impact 3.9-2 to a less than significant level. The implementation of Mitigation Measures 3.9-2B or 3.9-2C would reduce Impact 3.9-2, but not to a less than significant level; the impact would remain significant and unavoidable. As described in CEQA Section 15126.4(b)(2), "documentation of an historical resource, by way of historic narrative, photographs or architectural drawings as mitigation for the effects of demolition of the resources will not mitigate the effects to a point where clearly no significant effect on the environment would occur." Similarly, relocation of an historic resource would remove it from its historical setting, which is an important aspect of integrity. Relocated buildings generally no longer maintain sufficient integrity to remain eligible for listing in the *California Register*. As such, relocation would not mitigate Impact 3.9-2 to less than significant level.

The implementation of Mitigation Measure 3.9-2A would reduce Impact 3.9-2 to a less than significant level. (LS)

Mitigates:	Impact 3.9-2 (LS) only Mitigation Measure 3.9-2A.
Implementation:	Include requirements in conditions of approval.
Responsibility:	City of Santa Rosa.
Monitoring:	City of Santa Rosa.

Impact 3.9-3

Potential indirect impacts to historic architectural resources resulting from buildout could include demolition or substantial alteration to four contributory buildings/structures to the Railroad Square Preservation District. The demolition or substantial alteration to these resources could materially alter those physical characteristics that account for the District's eligibility for listing in the California Register, or listing in the local register of historical resources. This would be a significant impact (S).

Mitigation Measure 3.9-3

The following procedure is available to protect historic architectural resources:

Implement adaptive reuse of the buildings/structures in accordance with *the Secretary of the Interior's Standards*, while accomplishing some of the commercial square footage and housing goals as originally established for the project. Specifically, the project proponent should retain those visual and architectural aspects of the contributory buildings which are most visible from within the Railroad Square Preservation District, such as the north, south, and east walls, rooftop elements such as clerestories, and reuse of original bricks where possible. New construction could occur on the rear or west side elevations of contributory buildings that is differentiated from the old yet compatible with the historic materials, features, size, scale and

proportion, and massing of the contributory building. Consistency with the *Standards* should be reviewed by the City of Santa Rosa Cultural Heritage Board and Design Review Board. The implementation of Mitigation Measure 3.9-3 would reduce Impact 3.9-3 to a less than significant level. (LS)

Mitigates:	Impact 3.9-3 (LS)
Implementation:	Include requirements in conditions of approval.
Responsibility:	City of Santa Rosa.
Monitoring:	City of Santa Rosa.

Impact 3.9-4

Alteration of the Railroad Square Preservation District's immediate surroundings with new construction could materially impair those physical characteristics that account for the District's eligibility for listing in the California Register, or listing in the local register of historical resources. New construction could also adversely affect the significance of the historic setting of the adjacent West End Preservation District if it would materially detract from the District's important physical characteristics. These would be considered significant impact. (S)

Mitigation Measure 3.9-4

New construction in the Railroad Square Preservation District should be completed in accordance with *the Secretary of the Interior's Standards*. Specifically, new construction should not destroy historic materials, features, and spatial relationships that characterize the District. New work should be differentiated from the old and should be compatible with the historic materials, features, size, scale, proportion, and massing to protect the integrity of the property and its environment. Consistency with the *Standards* should be reviewed by the City of Santa Rosa Cultural Heritage Board and Design Review Board. New construction within the Railroad Square Preservation District should also be reviewed by both Boards for compatibility with the adjacent West End Preservation District and for consistency with the *Standards*.

The implementation of Mitigation Measure 3.9-4 would reduce Impact 3.9-4 to a less than significant level. (LS)

Mitigates:	Impact 3.9-4 (LS)
Implementation:	Include requirements in conditions of approval.
Responsibility:	City of Santa Rosa.
Monitoring:	City of Santa Rosa.

The Transit-Oriented Redevelopment project under General Plan Buildout would have no direct impact on historic architectural resources on the Berkowitz parcel, as no historic architectural properties eligible for either the *National Register, California Register,* or as local landmarks have been identified on this parcel. The proposed 50 units of residential housing to be constructed on the Berkowitz parcel under General Plan buildout would be located outside of, but adjacent to, both the Railroad Square

Preservation District and Railroad Square National Register Historic District. New construction on this parcel would be partially visible from certain locations within the Districts, but West 3rd Street separates the site from the Districts and would not be expected to substantially detract from the visual and architectural features which characterize the Districts, such that they would no longer qualify for listing in the *California Register*. Project effects to historic architectural resources would be less than significant. No mitigation would be required.

In sum, without mitigation and depending on final project site design, buildout under the General Plan could lead to significant adverse impacts respecting historic architectural resources, but on the other hand could result in less-than-significant impacts to the historic significance of the Santa Rosa Railroad Square Preservation District or the Railroad Square National Register Historic District. While the *National Register* makes no distinction between the historic significance of an individual building versus a district,[22] Santa Rosa's decision makers may have to determine whether it is more important to maintain the historic status of the Railroad Square Preservation District as a whole, or the individually eligible buildings which contribute to it. Substantial alterations to individually eligible buildings, even if completed in a manner that maintains the integrity of the District as a whole, could be considered a significant, unavoidable impact to historic resources under CEQA. Ultimately, If the mitigation measures as described in this section of the EIR cannot reasonably be implemented, or if a building is determined to be removed during detailed project design, then a finding of significant unavoidable impact would be necessary under subsequent environmental review of the project and a Statement of Overriding Considerations made where the benefits of the project outweigh the unavoidable adverse effects of the project.

Endnotes — Cultural Resources

1 City of Santa Rosa, *Santa Rosa 2020: General Plan, Historic Preservation Element,* Santa Rosa, California, adopted by City Council June 18, 2002.

2 City of Santa Rosa, *Design Guidelines*, Prepared by Alan B. Cohen, Architect, September, 2002.

3 City of Santa Rosa, *Railroad Square Plan,* Santa Rosa, California, dated January 10, 1979 and adopted by City Council February 20, 1979.

4 City of Santa Rosa, *Santa Rosa 2020: General Plan, Historic Preservation Element,* Santa Rosa, California, adopted by City Council June 18, 2002.

5 Ibid, p. 11-2

6 David Chavez & Associates, *Cultural Resources Investigation for the Southeast Santa Rosa Area Plan EIR,* June 1993.

7 Northwest Information Center, letter from Timothy Jones, Re: *Record Search Results for Santa Rosa Transit Oriented Redevelopment Project, Sonoma County*, to Brad Brewster, Carey & Co. Inc., October 22, 2003.

8 Clark Historic Resource Consultants. *CEQA Review and Evaluation for Significance, California Packing Corporation Plant #5, 60 W. Sixth Street, Santa Rosa, California.* Prepared for Santa Rosa Canners, LLC, July, 2003.

[9] United States Department of the Interior, National Park Service, *National Register of Historic Places Inventory Form, Railroad Square District*, Santa Rosa, Sonoma County, California, May 1977.

[10] Clark Historic Resource Consultants, p. 12

[11] National Register Nomination Form, p. 11

[12] National Register Nomination Form, p. 1.

[13] City of Santa Rosa, *Resolution No. 13572, Resolution of the Council of the City of Santa Rosa Supporting the Nomination of the Railroad Square District on the National Register of Historic Places*, November 21, 1978.

[14] National Register Nomination Form, p. 7.

[15] Clark Historic Resource Consultants. *CEQA Review and Evaluation for Significance, California Packing Corporation Plant #5, 60 W. Sixth Street, Santa Rosa, California.* Prepared for Santa Rosa Canners, LLC, July, 2003. And Clark Historic Resource Consultants. *CEQA Review and Evaluation for Significance, California Packing Corporation 3 W. Third Street, Santa Rosa, California.* Prepared for Santa Rosa Canners, LLC, September, 2003.

[16] Tom Origer & Associates, *Historic Property Survey Report for the Santa Rosa Creek Multi-Use Path Project, Pierson Street to Railroad Street,* Primary Record for 2 W. Third Street, January, 2001.

[17] Buildings or structures that are less than 50 years old may be considered "Exceptionally Significant" if they are associated with an event of extraordinary importance or are so fragile that survivors of any age are unusual. Examples include the launch pad at Cape Canaveral, the home of the nationally prominent playwright Eugene O'Neal, or certain Cold War installations (National Register Bulletin #15: How to Apply the National Register Criteria Evaluation).

[18] City of Santa Rosa, *Cultural Heritage Survey Historic Properties Inventory*, Department of Community Development, April, 1990, p. 48.

[19] Northwest Information Center, letter from Timothy Jones, Re: *Record Search Results for Santa Rosa Transit Oriented Redevelopment Project, Sonoma County*, to Brad Brewster, Carey & Co. Inc., October 22, 2003.

[20] Native American Heritage Commission, letter from Debbie Pilas-Treadway, Re: *Proposed Santa Rosa Transit Oriented Redevelopment Project, Sonoma County*, to Brad Brewster, Carey & Co. Inc., October 17, 2003.

[21] Northwest Information Center, letter from Timothy Jones, Re: *Record Search Results for Santa Rosa Transit Oriented Redevelopment Project, Sonoma County*, to Brad Brewster, Carey & Co. Inc., October 22, 2003.

[22] United States Department of the Interior, National Park Service, *National Register Bulletin #15, How to Apply the Criteria for Evaluation*, revised 1997, pp. 4 - 6.

3.10 SOILS, GEOLOGY AND SEISMICITY

Introduction

Soils, geology and seismicity conditions are important aspects of all development projects in the San Francisco Bay Area. Although most projects have little or no effect on geology, any project involving construction will have some effect on soils and topography; and all may be affected by geologic events such as earthquake. The purposes of reviewing the soils, geology and seismicity conditions respecting the Transit-Oriented Redevelopment project are: (1) to identify potentially hazardous conditions; (2) to identify the potential impacts of site development; and (3) to identify existing legislation, or present further recommendations, that provides techniques to reduce, eliminate or avoid these conditions and impacts.

This section of the EIR discusses the regional geologic and seismic characteristics influencing the project site; the local faulting, soils and soil resource conditions; the potential effects of seismicity; and the potential effects of site development on soil resources. Erosion and sedimentation issues, which, primarily, are water quality issues, are addressed in Section 3.11 of this EIR, *Hydrology and Water Quality*.

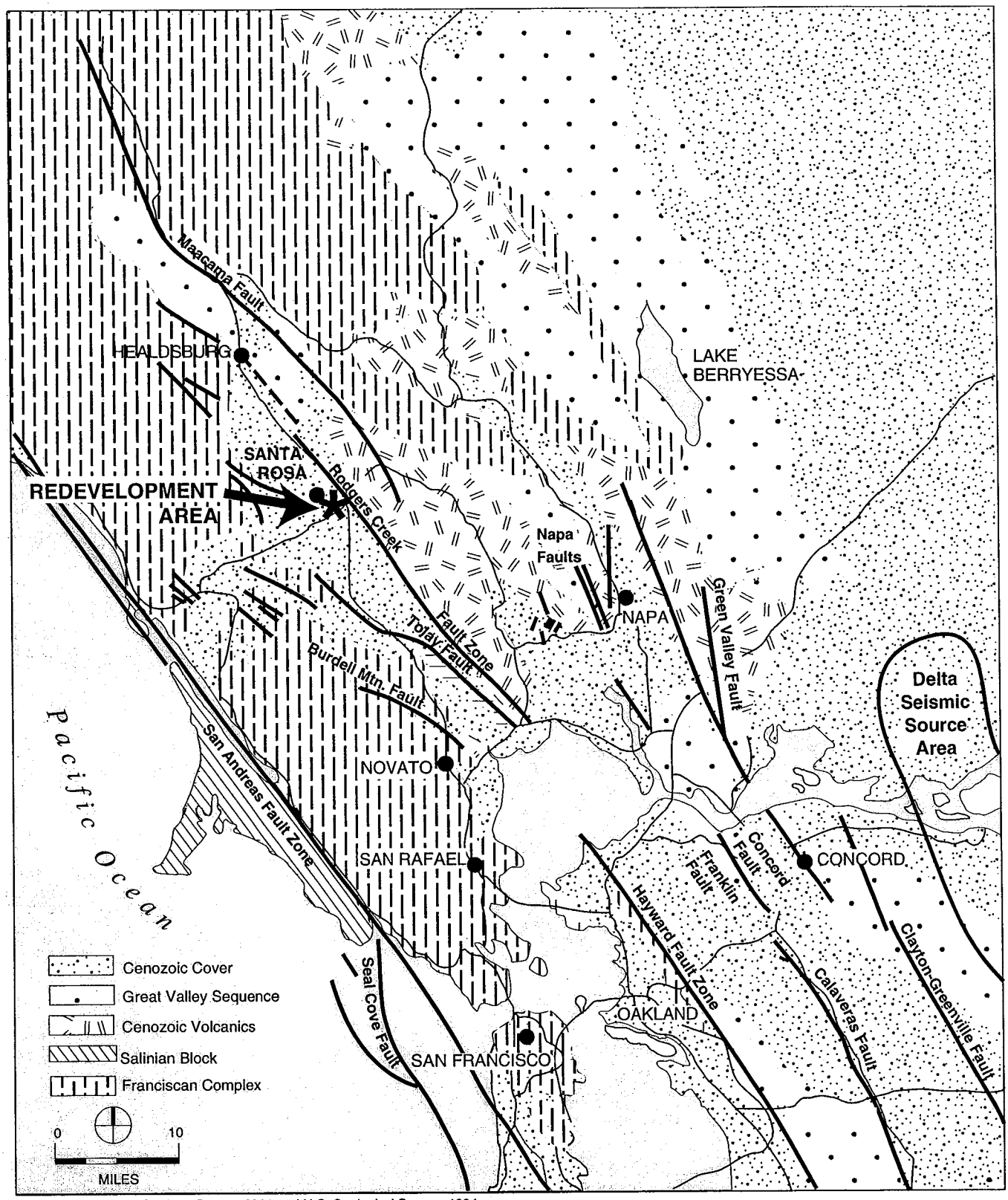
The primary sources of information on which the analysis in this section is based include site observations by a California Registered Geologist; regional studies published by federal, state and local agencies (United States Geological Survey, California Geological Survey (formerly the Division of Mines and Geology), Association of Bay Area Governments, etc.) dealing with geotechnical conditions in Santa Rosa and the Bay Area; maps and tables in the Noise and Safety Element of the City of Santa Rosa General Plan and in the General Plan EIR; the Soil Survey of Sonoma County; and Environmental Site Assessment reports provided by various public and private agencies, all of which are cited in the endnotes.

Setting

Regional Characteristics

Geology

The regional geologic framework of the Bay Area (Figure 3.10-1), Sonoma County, and the City of Santa Rosa in particular, can be understood through the theory of plate tectonics. Earth's mantle is composed of several large plates that move relative to each other. The San Andreas Fault Zone is at the junction of two such plates. The Pacific plate, on the west side of the fault zone, is moving north relative to the North American plate on the east side. All of the geologic formations in Sonoma County are on the North American plate. One of the results of plate movement is the regional rock deformation that is expressed in the general northwest trend of valleys and ridges in Sonoma County. This is visible, for example, in the orientation of the Rodgers Creek segment of the Hayward-Rodgers



SOURCE: California Geology Survey, 2001 and U.S. Geological Survey, 1994

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 3.10-1: REGIONAL GEOLOGIC MAP

Creek fault system and of the Sonoma Mountains about 1.5 miles northeast of the project area. Another result of plate movement, discussed below, is the regional seismicity that Santa Rosa has in common with the rest of the Bay Area.[1]

Seismicity

The City of Santa Rosa, including the project area, lies within the San Andreas Fault System, which is approximately 44 miles wide in the Bay Area.[2] The principal active faults, on which there is evidence of displacement during Holocene time (the last 11,000 years), include the San Andreas, San Gregorio, Hayward, Rodgers Creek, West Napa, Calaveras, Concord, and Green Valley faults.[3] Figure 3.10-1 shows the approximate position of the major fault zones, the general distribution of the major groups of rock units, and the location of the project area in relation to these features. Table 3.10-1 contains the estimated maximum parameters for earthquakes on known major faults potentially affecting the project area. Terms that may be unfamiliar to the general public are defined in the glossary prior to the endnotes of this section.

Table 3. 10-1
Estimated Maximum Parameters
For Major Known Faults Affecting the Transit Oriented Redevelopment Project Area

Fault	Rodgers Creek	San Andreas	West Napa	Hayward
Moment Magnitude[1]	7.0	7.9	6.7	6.9
Duration of Strong Shaking (seconds)[2]	18-30	30-60	18-30	30-60
Maximum Intensity (MMI)[3]	IX	VII	VI	VII
Peak Horizontal Accelerations in Rock and Stiff Soil (Gravity)[4]	>0.6	0.3 - 0.4	0.2 – 0.3	0.3 – 0.4
Approximate Distance and Direction from Site to Fault (Miles)	1.5 NE	19 SW	21 SE	35 SE

Source: EIP Associates.

Notes:

1. For the purposes of describing the size of the design (or scenario) earthquake of a particular fault segment, **moment magnitude** (M_w) of the characteristic earthquake for that segment has replaced the concept of a maximum credible earthquake of a particular Richter magnitude. This has become necessary because the Richter Scale "saturates" at the higher magnitudes; that is, the Richter scale has difficulty differentiating the size of earthquakes above magnitude 7.5. The M_w scale is proportional to the area of the fault surface that has slipped, and thus, is directly related to the length of the fault segment. Although the numbers appear lower than the traditional Richter magnitudes, they convey more precise (and more useable) information to geologic and structural engineers.
2. Duration of ground motion at 0.5 g within 10 miles of the fault. Estimates based on relationships developed by Bolt, 1973.
3. Estimated Modified Mercalli Intensity damage level based on relationships developed by Perkins and Boatwright, 1995, or Richter, 1958 (San Andreas fault only).
4. Estimates based on relationships developed by Seed and Idriss, 1972, Joyner and Boore, 1981, Campbell and Sadigh, 1983.

The City of Santa Rosa, Sonoma County, and the rest of the Bay Area, are in one of the most active seismic regions in the United States. Each year, low and moderate magnitude earthquakes occurring within or near the Bay Area are felt by residents of the City and County. Since the mid-nineteenth century about 150 local earthquakes have been felt in Sonoma County. About ten of these temblors caused some damage in the County; those of 1906 and 1969 being the most destructive. The April 1906 earthquake on the San Andreas fault, estimated at about Moment Magnitude (M_w) 7.9 (M8.3 on the Richter scale - see Glossary), practically destroyed the business district of the City of Santa Rosa, causing 61 reported deaths.[4] The October 1969 earthquakes on the Healdsburg fault registered M5.6 and M5.7. No deaths occurred in the City; however, at least fifteen people were injured and about two million dollars damage was done, including numerous breaks in water system pipes. More recently, the M_w 6.9 (M7.1) Loma Prieta earthquake of October 1989 on the San Andreas fault, caused severe damage throughout the Bay Area, but not extensively in Santa Rosa.

The major fault zones of the San Andreas Fault System were the sources of all these earthquakes, and are expected to be the sources of most future earthquakes in the area.[5] It is necessary to design structures and facilities in Santa Rosa to withstand the anticipated effects of seismic vibration from distant, as well as nearby, sources.[6] Recognizing this necessity, the City General Plan Noise and Safety Element specifically identifies the Rodgers Creek segment of the Hayward-Rodgers Creek fault system, about 1.5 miles northeast of the project area, as a potential source of seismic activity that must be taken into consideration during the planning of development in the City.

On the basis of research conducted since the 1989 Loma Prieta earthquake, the United States Geological Survey (USGS) and other scientists conclude that there is a 70 percent probability of at least one M_w 6.7 or greater earthquake, capable of causing widespread damage, striking the San Francisco Bay region before 2030. The Hayward-Rodgers Creek fault system has the highest probability (32 percent) of generating a M_w 6.7+ earthquake in this timeframe.[7] Earthquakes of this magnitude are sufficient to create ground accelerations in bedrock and in stiff unconsolidated sediments severe enough to cause major damage to structures and foundations not designed specifically to resist the lateral forces generated by earthquakes, and to underground utility lines not designed with sufficient flexibility to accommodate expected seismic ground motion.[8]

There are several other active and potentially active fault zones that could affect the project site. These include faults that are historically active (during the last 200 years), those that have been active in the geologically recent past (about the last 11,000 years, referred to as the Holocene epoch), and those that have been active at some time during the Quaternary geologic period (the last 1.6 million years). The Rodgers Creek, San Andreas, West Napa, and Hayward fault zones are all, at least partially, historically active. Parts of each of these major fault zones have been classified as Holocene or Quaternary depending on the age of the evidence of the most recent movement.[9]

A characteristic earthquake on the entire San Andreas fault (M_w 7.9) probably is the largest that would affect the project site; however, a characteristic earthquake involving the Rodgers Creek and North Hayward segments of the Hayward-Rodgers Creek fault system (M_w 7.1), would be so much closer to any point in the project area that its effects would be at least as severe. Other faults that exist in the vicinity of the City of Santa Rosa are pre-Quaternary in origin, generally being related to the Coastal

thrust belt or the Coast Range thrust. They were active tens of millions of years ago, but have shown no evidence of activity during the last 1.6 million years.[10]

Applicable Policies and Regulations

State Policies and Regulations

The major State legislation regarding earthquake fault zones is the *Alquist-Priolo Earthquake Fault Zoning Act*. In 1972, the State of California began delineating Earthquake Fault Zones (called Special Studies Zones prior to 1994) around active and potentially active faults to reduce fault-rupture risks to structures for human occupancy.[11] The Act has resulted in the preparation of maps delineating Earthquake Fault Zones to include, among others, recently active segments of the Hayward-Rodgers Creek fault system. The Act provides for special seismic design considerations if developments are planned in areas adjacent to active or potentially active faults.[12] The project site is not crossed by any Alquist-Priolo Earthquake Fault Zone.

The major State regulations protecting the public from geo-seismic hazards, other than surface faulting, are contained in the California Code of Regulations, Title 24, Part 2, the *California Building Code*; the California Public Resources Code, Division 2, Chapter 7.8, *The Seismic Hazards Mapping Act*; *Caltrans Seismic Design Criteria Version 1.2* (December 2001); and *Caltrans Highway Design Manual*, Section 110.6, Earthquake Consideration (November 2001).

Both the *California Building Code* and the *Seismic Hazards Mapping Act* apply to public buildings and a large percentage of private buildings intended for human occupancy. The Building Code adopted by the City of Santa Rosa is the California Building Code with modifications specific to the conditions in the City. These modifications, including those in Chapter 16, Structural Design Requirements, Division IV, Earthquake Design, apply to the structures intended for human occupancy. Section 1634, Nonbuilding Structures, of the Building Code extends code requirements to all other self-supporting structures (such as bridges and overcrossings) that carry gravity loads and resist the effects of earthquakes. Because building and nonbuilding structures at the project site would be in the "near-source" area (i.e., within 3.1 miles) of known active traces of the Rodgers Creek segment of the Hayward-Rodgers Creek fault system, Section 1629, Criteria Selection, of the Building Code would require special seismic design factors to be applied to any structure built at the project site.[13]

On 29 July 2003 California adopted a new building code for most commercial construction, developed by the National Fire Protection Association, as the basis for updating the state's Building Code. The state also adopted the International Building Code as the basis for California's residential construction. Following incorporation of the new codes into the state's existing building code, and a series of public hearings, the revised code could become law as early as 2005. Project permits issued after the adoption of the law would be subject to the provisions of the revised code.

The major State legislation regarding mineral resource zones is the *Surface Mining and Reclamation Act of 1975*. Part of the purpose of the act is to classify mineral resources in the State and to transmit the information to local governments which regulate land use in each region of the State. Local

governments are responsible for designating lands that contain regionally significant mineral resources in the local General Plans to assure resource conservation in areas of intensive competing land uses. The law has resulted in the preparation of Mineral Land Classification Maps delineating Mineral Resource Zones (MRZ) 1 through 4 for aggregate resources (sand, gravel and stone).

The project site is in an area zoned as MRZ-1, defined as an area where there is adequate information to indicate that no significant mineral deposits are present. The closest Mineral Resource Sector identified by the MRZ mapping is Sector F, approximately 7.7 miles south of the site.[14]

City of Santa Rosa Policies and Regulations

City goals and policies that relate to resource conservation, protection from slope instability, and seismic safety issues are addressed in the Open Space and Conservation Element and in the Noise and Safety Element of the 2020 General Plan (see Section 3.1 of this SEIR, *Relationship to Plans and Planning Policy* for additional information). The proposed project is consistent with the General Plan goals and policies regarding these issues.

Project Vicinity Characteristics

Topography

The ground surface at the project site is a nearly level plain about 155 feet above mean sea level that slopes very gently to the southwest: the average gradient is less than one-tenth of one percent.[15] Although this is fairly consistent with the surrounding ground surface topography on the alluvial plain of Santa Rosa Creek, the site appears to have been leveled by grading and filling.[16]

Soils

The soils of Sonoma County belong to two major groups which are further subdivided into 15 associations. The major soil groups are related to the substrate on which the soils have developed. Soil associations are subdivided into soil types based on a variety of distinguishing characteristics, such as texture, slope, and agricultural capability. One association is represented in the project area: the basin soils in the lowlands. The basin soils are in the Huichica-Wright-Zamora Soil Association developed on the unconsolidated deposits of flood plains, low terraces and alluvial fans. The soil type in the vicinity of the project site is Yolo silt loam. This soil is moderately impermeable, slightly to moderately expansive, moderately to highly compressible, prone to settlement, not prone to liquefaction, and slightly corrosive to untreated steel and concrete. In its undisturbed state, erosion hazard is low because of the low slope and fine texture. Although the Yolo silt loam meets the criteria for Prime Farmland as outlined in the United States Department of Agriculture's Land Inventory and Monitoring Project for Sonoma County, the project site is classed as Developed because of its urban character and context.[17]

When the site was developed originally it appears to have been graded and filled to an unknown extent to create the nearly level ground surface needed for railroad operations. At least six feet of fill was

observed in an excavation near West 6th Street. The exposed fill appears to be local in origin, consisting of sandy clay with varying amounts of gravel and silt, probably derived from some other part of the project site. Rubble fill (wood, glass, bricks, etc.), although not observed at the ground surface, may occur irregularly around the site because it was common to use such materials for fill at the time the railways were constructed. Asphalt paving and brick warehouses cover about half the ground surface at the site: the remaining half is hard-packed soil or fill.[18]

Irrespective of the slight liquefaction potential of the surface soils, liquefaction can occur at depth if the water table is within about 50 feet below the ground surface in pockets of fine-grained, uniformly sized sand, such as can exist in alluvial deposits. Liquefaction potential would be addressed during project design at each construction site in the project area because conditions such as depth to water table, uniformity of grain size and mix of grain size can vary dramatically within alluvial deposits. In general, areas underlain by poorly sorted older alluvium are less liquefaction-prone than those underlain by the younger fine sand deposits.

Expansive soils occur in the substrate of the Yolo silt loam. Specific treatments to eliminate expansion of soils include, but are not limited to, grouting, recompaction and replacement with non-expansive material. Each construction site in the project area would be evaluated to determine the particular treatment that would be most appropriate. Because expansive soils are common throughout the City of Santa Rosa, contractors and soil testing firms are familiar with the procedures to identify and eliminate the problems involved.

Soils with low erosion potential in their natural condition can become erosion-prone when disrupted, unless specific measures are taken to control erosion. Because the major adverse effect of potential erosion is sedimentation in drainage ways, this issue is discussed in Section 3.11 of this EIR, *Hydrology and Water Quality*.

Geologic Units[19]

The project area is underlain by unconsolidated sedimentary deposits of alluvial fans grading into terrace deposits. They consist of moderately sorted fine sand and silt with pockets and layers of gravel. These sediments are fairly easy to excavate. The finer-grained portions of the material are prone to expansion and do not drain easily. The coarser-grained sediments drain readily and there is the possibility of encountering some pockets of liquefiable sand.

Faults

The known active fault traces closest to the project site are those of the Rodgers Creek segment of the Hayward-Rodgers Creek fault system, about 1.5 miles northeast of the project site (Figure 3.10-1). This is the only fault in the vicinity of Santa Rosa that is zoned by the State under the Alquist-Priolo Earthquake Fault Zoning Act of 1972. No other Earthquake Fault Zones or known active faults traces cross or trend toward the project area. The traces of the Rodgers Creek fault closest to the project site are not historically active, but show evidence of activity during the last 11,000 years, a relatively short time in terms of geologic activity.[20]

The Rodgers Creek fault is capable of generating a characteristic earthquake of M_w7.0 and peak horizontal ground accelerations in excess of 0.6g (60 percent of the force of gravity). Groundshaking intensities associated with this event are expected to range from VIII to X on the Modified Mercalli Intensity (MMI) Scale.[21] MMI VIII generally would not damage specially designed structures, but could cause some damage in structures of good workmanship, and moderate to heavy damage in ordinarily substantial buildings, foundations and underground utilities, such as water pipelines. MMI IX generally would cause some damage to specially designed structures, serious damage in structures of good workmanship, and heavy damage in ordinarily substantial buildings, foundations and underground utilities. MMI X generally would destroy most masonry and frame structures with their foundations. Some well-built wooden structures and bridges would be destroyed. Serious damage could be done to dams, dikes, and embankments. Seismic ground response in this range of intensities in the vicinity of the fault trace could cause severe damage to, or destruction of, older buildings, roadways, and infrastructure that were not constructed to resist earthquake forces. For new buildings, roads and infrastructure constructed to current California Building Code Zone 4 seismic-resistance standards and Caltrans seismic design criteria, using site-specific parameters to address the proximity of the fault, the damage potential is expected to lower, but still must be considered in the site design.[22]

A splinter trace of the Rodgers Creek fault has been mapped approximately 1.5 miles southwest of the project site, based on work completed in 1974 for the California Geological Survey (CGS, formerly the Division of Mines and Geology) study *Geology for Planning in Sonoma County*.[23] That report shows a "possibly active fault" extending from the Rodgers Creek fault, northwest through Bellevue, and connecting with a previously mapped fault trace east of Trenton (about 8 miles west of the project site). The fault east of Trenton was thought to a post-Pliocene trace (less than 1.6 million years old).[24] The current CGS map of the Santa Rosa Quadrangle does not show the same connection between the Rodgers Creek fault and the fault east of Trenton, and indicates the existence of a fault trace west of the project site is highly speculative.[25] The indication is that there is no strong evidence for movement of this fault during the last 700,000 years. The CGS revised the Earthquake Fault Zoning maps in the vicinity of Santa Rosa most recently in 1983, and did not place either of the speculatively located faults in an Earthquake Fault Zone: the decision was based on the lack of evidence of rupture of geologically young deposits. This does not mean the fault does not exist, but that sufficient information has not been found to confirm or deny its existence at this location. As a safety precaution, the Santa Rosa General Plan maps and describes this fault as potentially active.

Landslides[26]

No landslide deposits have been mapped within the project site or in the immediate vicinity. The California Geological Survey slope stability map of southern Sonoma County categorizes the site as an area of the greatest relative stability because of the low slope inclination.

Standards of Significance

Section 15382 of the CEQA Guidelines defines a significant effect on the environment as "... a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project..." Further, Section 15126.2 (a) of the Guidelines stipulates that the Environmental Impact Report analyze "... significant environmental effects the project might cause by bringing development and people into the area affected." The example used in the Guidelines is that of a subdivision astride an active fault having the effect of attracting people to an area where they would be exposed to seismic hazards. The Guidelines lead to two criteria:

- The basic criterion applied to the analysis of impacts of excavation, construction and grading, is whether site development would create a fundamental change in soils, geologic, or seismic conditions, that would last beyond the construction period.
- The basic criterion applied to the analysis of geo-seismic hazards that could endanger users of the site, or adjacent areas, during the lifetime of the project is whether development would increase the exposure of people in the vicinity to unmitigated seismic hazards, or other hazardous geotechnical conditions.

Adverse impacts in either of these categories would be considered unavoidable significant effects of the project, if they could not be (a) reduced to an acceptable level of risk, (b) eliminated, or (c) avoided by using existing techniques, generally recognized by geotechnical consultants in the Bay Area to be applicable and feasible.

Based on a comparison of site development with the conditions outlined in the Setting portion of this section of the EIR, fault-line surface rupture is not a substantial hazard at the project site. Because the project site is about 155 feet above mean sea level,25 miles inland, and about 15 feet above the creek channel, it is not subject to tsunami or seiche hazards. The following discussion addresses two issues with respect to potential damage specific to soils, geologic and seismic conditions:

- Seismically Induced Groundshaking
- Unsuitable Soil Conditions (liquefaction, compression, expansion)

Project Evaluation

This analysis pertains to any project (proposed or alternative) to be built at the site, including the renovation of existing buildings as well as the construction of new ones.

Seismically Induced Groundshaking

Impact 3.10-1

Buildings, road surfaces and infrastructure at the site would be subject to the damaging effects of seismically induced groundshaking. This is considered a potentially significant impact. (PS)

From a review of regional and local geo-seismic conditions, it is apparent that the City of Santa Rosa will be subjected to at least one major earthquake during the useful economic life of structures on the site.[27] The design earthquake for the project area is estimated by the U.S. and California Geological Surveys to be a M_w 7.1 earthquake on the Hayward-Rodgers Creek fault, creating peak horizontal ground accelerations greater than 0.6g. The resulting vibration could cause severe damage to, or destruction of, buildings, roads and infrastructure (primary effects), and could cause ground failures such as liquefaction or settlement in alluvium and poorly compacted fill (secondary effects).

Structures at the project site would be underlain by alluvial materials that, in their natural state, could respond poorly to loading during seismic ground motion. Some of the alluvium probably contains slightly more coarse materials than other portions, and, therefore, may be less susceptible to failure caused by earthquake vibrations.

Mitigation Measure 3.10-1

To reduce the risks associated with seismically induced groundshaking, it is necessary to take the location and type of subsurface materials into consideration when designing foundations and structures for a particular project site. In the City of Santa Rosa, residential, commercial and institutional buildings; bridges; pedestrian overcrossings; and all associated infrastructure intended for human occupancy are required to reduce the exposure to potentially damaging seismic vibrations through seismic-resistant design, in conformance with Chapter 16, Structural Design Requirements, Division IV, Earthquake Design, of the *California Building Code*. Because the project site is in the "near-source" area (within 3.1 miles of a known active fault) of the Rodgers Creek segment of the Hayward-Rodgers Creek fault, Section 1629, Criteria Selection, of the Building Code requires special seismic design factors to be applied to the project.

Adherence to the Building Code current at the time project permits are issued will ensure the maximum practicable protection available for buildings and infrastructure and their associated trenches, slopes and foundations. Adherence includes:

- the use of CBC Seismic Zone 4 Standards as the minimum seismic-resistant design for all proposed facilities;
- the additional seismic-resistant earthwork and construction design criteria required by the "near-source" location of the site, based on the site-specific recommendations of a California Certified Engineering Geologist in cooperation with the project's California-registered geotechnical and structural engineers;
- a soils engineering analyses that demonstrates satisfactory performance of alluvium or fill where either forms part or all of the foundation support; and,
- an analysis of soil expansion potential and appropriate remediation (compaction, removal, etc.) prior to using any expansive soils for foundation support.

Implementation of these code requirements would reduce the impact of seismically induced groundshaking to a less than significant level. (LS)

Mitigates: Impact 3.10-1 (LS)

Implementation: Include in construction drawings and specifications prior to approval of final project plans and issuance of building permits.

Responsibility: Project developer.

Monitoring: City of Santa Rosa.

Unsuitable Soil Conditions

Impact 3.10-2

The use of expansive, compressible or liquefiable soils for foundation support of buildings, utilities or roads without prior treatment could create unstable conditions at construction locations at the project site, thus threatening the integrity of the completed buildings or infrastructure. This is considered a potentially significant impact. (PS)

The existence of expansive, compressible and corrosive soils at the project site makes it necessary to ensure the soils used for foundation support are sound. Using unsuitable soils would have the potential to create future problems of foundation settlement and utility line disruption. If the soils were specifically re-engineered for stability prior to use these effects would be reduced or eliminated.

An acceptable degree of soil stability can be achieved by adopting soil treatment programs (grouting, compaction, drainage control, excavation/replacement, etc.) that address site-specific soil conditions. Site-specific analysis of soil conditions is critical to foundation support design in areas where unsuitable conditions are suspected. Such analyses would contain recommendations for ground preparation and earthwork specific to the site, that would become an integral part the construction design.

Mitigation Measure 3.10-2

Before permitting construction at the project site, the City would require a completed report of soil conditions at each specific construction location that identifies potentially unsuitable soil conditions. The evaluations must be conducted by registered soil professionals, and measures to eliminate inappropriate soil conditions must be applied, depending on the soil conditions. The design of foundation support must conform to the analysis and implementation criteria described in the City's current Building Code, Chapters 16, 18, and A33, or the corresponding sections of the Building Code that is in force at the time permits are issued for construction of the project.

Adherence to the City's codes and policies discussed above would ensure the maximum practicable protection available for buildings and infrastructure and their associated trenches, slopes and foundations. Implementation of this mitigation measure would reduce the impact of weak soils to a less than significant level. (LS)

Mitigates: Impact 3.10-2 (LS)

Implementation: Include in construction drawings and specifications prior to approval of final project plans and issuance of building permits.

6 Seismology Committee, Structural Engineers Association of California, *Recommended Lateral Force Requirements and Tentative Commentary*, San Francisco, California, 5th edition, revised 30 June 1998, 163 pages, see p.1.

7 Working Group on California Earthquake Probabilities, *Earthquake Probabilities in the San Francisco Bay Region: 2000 to 2030 - A Summary of Findings,* United States Geological Survey Open File Report 99-517, Online Version 1.0, 1999.

8 a) D. Borderdt, *et al.*, *Maximum Earthquake Intensity Predicted on a Regional Scale*, United States Geological Survey, Miscellaneous Field Investigations Map MF-09, 1975, scale 1:125,000.

b) Steinbrugge, K.V., J.H. Bennett, H.J. Lagorio, J.F. Davis, G.A. Bordardt and T.R. Toppozada, *Earthquake Planning Scenario for a Magnitude 7.5 Earthquake on the Hayward Fault in the San Francisco Bay Area*, California Geological Survey, Special Publication 78, 1987, 243 pages, 12 scenario maps, scale 1:200,000, see maps and accompanying text on adjacent page.

9 Jennings, 1994, *op. cit.*

10 Jennings, 1994, *op. cit.*

11 *Alquist-Priolo Earthquake Fault Zoning Act*, California Public Resources Code, Division 2, "Geology, Mines, and Mining," Chapter 7.5 "Earthquake Fault Zones," Sections 2621 through 2630; signed into law 22 December 1972, most recently amended 1997.

12 Hart, E.W., and W.A. Bryant, *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps*, California Geological Survey (formerly the Division of Mines and Geology), Special Publication 42, 1997 Edition, Supplements 1 and 2 added 1999, 47 pages, Supplement 3 released 1 May 2003, updated on-line 7 October 2003, pages 9, 11, and 13.

13 *California Building Code*, 2001 triennial edition of the California Code of Regulations, Title 24 (California Building Standards Code), effective date 1 November 2002.

14 Stinson, M.C., M.W. Manson, and J.J. Plappert, *Mineral Land Classification: Aggregate Materials in the San Francisco — Monterey Bay Area, Part III: Classification of Aggregate Resource Areas, North San Francisco Bay Production — Consumption Region*, California Geological Survey, Special Report 146, Part III, 1983, page 32, Plates 3.30 and 3.53 (scale approximately 1:48,000), and Plate 3.3 (scale 1:125,000).

15 United States Geological Survey, *Santa Rosa Quadrangle, California*, 7.5 Minute Series (Topographic), 1954, photorevised 1973, scale 1:24,000.

16 Site observation by G.J. Burwasser, RG 7151, EIP Associates, 6 November 2003.

17 United States Department of Agriculture, Natural Resources Conservation Service (formerly the Soil Conservation Service), *Soil Survey of Sonoma County, California*, V.C. Miller, Party Chief, Washington, D.C., 1972, 188 pages, 13 tables, 2 maps, scale 1:380,160, 123 plates, scale 1:20,000.

18 Site observation by G.J. Burwasser, RG 7151, EIP Associates, 6 November 2003.

19 Huffman and Armstrong, 1980, *op. cit.*

20 a) Hart and Bryant, 2003, *op. cit.*, Plate 4B, scale 1:62,500.

b) Jennings, 1992, *op. cit.*

21 Earthquake Hazard Map for Santa Rosa, Scenario: Rodgers Creek segment of the Hayward-Rodgers Creek Fault System in *Earthquake Hazard Maps*, Association of Bay Area Governments website, http://www.abag.ca.gov/bayarea/eqmaps/pickcity.html, updated 20 October 2003.

22 a) Greensfelder, R.W., "Seismicity, Groundshaking and Liquefaction Potential," in M.E. Huffman and C.F. Armstrong, *Geology for Planning in Sonoma County*, California Geological Survey, Special Report 120, 1980, pages 5 to 14.

b) California Seismic Safety Commission, "New Building Element" in *California Loss Reduction Plan, 2002-2006, Mitigation Plan*, http://www.seismic.ca.gov/celrp/sscnewel.htm, updated October 2003.

[23] Huffman and Armstrong, 1980, *op. cit.*, Plate 3B, scale 1:62,500.

[24] Travis, R.B., *Geology of the Sebastopol Quadrangle, California*, California Geological Survey, Bulletin 162, San Francisco, California, 1952, page 24 and Plate 1, map scale 1:62,500.

[25] Wagner, D.L., and E.J. Bortugno, *Santa Rosa Quadrangle,* California Geological Survey, Regional Geologic Map Series, No. 2A (Geology), 1982, Sheet 5, scale 1:250 000.

[26] Armstrong, C.F., Landslides and Relative Slope Stability – Southern Sonoma County, Plate 2B in Huffman and Armstrong, 1980, *op. cit.*, scale 1:62,500.

[27] Working Group on California Earthquake Probabilities, 2000, *op. cit.* The United States Geological Survey projected a 32 percent chance of at least one earthquake greater than Richter Magnitude 7 on the Rodgers Creek fault within the following 30 years (2000 to 2030).

3.11 HYDROLOGY AND WATER QUALITY

Introduction

This section of the EIR discusses local and regional hydrologic conditions with respect to the Transit Oriented Redevelopment project area, including existing drainage facilities, flood hazards, water quality and groundwater issues. The primary sources of information on which the analysis in this section is based includes site investigations; pertinent data on hydrology and water quality previously compiled for the *Santa Rosa 2020: General Plan*, information from the Federal Emergency Management Agency (FEMA), the City of Santa Rosa, the Sonoma County Water Agency, and the North Coast Regional Water Quality Control Board (Region 1).

Setting

Project Area Characteristics

Ground Features

The topography, soils, subsurface materials, and geologic structure of the project area are discussed in Section 3.10 of this EIR, *Soils Geology and Seismicity*. The distribution and relationship of these features influences the location, form, and quality of surface water and groundwater. In turn, these features are shaped, to a greater or lesser extent, by standing and flowing water, whether on the ground surface or beneath it. Most soils in the vicinity of Santa Rosa, for example, were eroded by flowing water from upland slopes and deposited as river channel or pond sediments in a structural valley between ridges of bedrock. In the vicinity of the project site, the bedrock ridges of the Sonoma Mountains to the east were the source of sediments that formed the Santa Rosa Plain. The generally fine-grained nature of the soils on the Plain tends to retard percolation to the water table, but the underlying sediments contain sufficient medium- to coarse-grained material to allow the limited passage of groundwater.

Surface Water Drainage

The ground surface at the project site is a nearly level plain about 155 feet above mean sea level that slopes very gently to the southwest: the average gradient is less than one-tenth of one percent.[1] Although this is fairly consistent with the surrounding ground surface topography on the alluvial plain of Santa Rosa Creek, the site appears to have been leveled by grading and filling.[2] Overland drainage flow generally is to west-southwest across the project site through natural and man-made swales to Santa Rosa Creek, adjacent to the southwest boundary of the site, which flows into the Russian River.

The Santa Rosa Plain receives an average rainfall ranging from 28 to 40 inches per year, with almost 80 percent of this total occurring between the months of December and March.[3] Average annual runoff of this rainfall is between 30 and 43 percent. Rainfall intensities range from 1.2 to 1.4 inches per hour, for a one-hour duration, 100-year recurrence interval storm.

Groundwater Quality

The Santa Rosa Plain groundwater subbasin's primary recharge zones are the marshes and wetlands of Laguna de Santa Rosa. This area provides a series of natural detention basins which slow the discharge of stormwater into the Russian River, allowing the settlement of suspended sediment and a substantial portion of the runoff to percolate into the groundwater. As a result, the quality of stream flow within Laguna de Santa Rosa's tributaries directly affects groundwater quality. Groundwater quality in south-central Sonoma County generally is good to excellent, although the groundwater tends to be hard, with high calcium and magnesium concentrations. It is reported that some wells in the Glen Ellen formation produce more than 500 gallons per minute, but for most wells the specific capacities are less than 10 gallons per minute of generally good quality calcium-magnesium bicarbonate water per foot of penetration within the water-bearing zone of the formation.[9]

There are a number of areas in and around Santa Rosa that have known groundwater contamination problems. No known major groundwater contamination sources are present in the immediate vicinity of the project site. For a discussion of hazardous materials and contamination issues see Section 3.8 of this EIR, *Hazardous Materials*.

Applicable Plans, Policies, and Regulations

Water resources are regulated by a variety of statutes at the local, state, and federal level. Agencies having jurisdiction with respect to water resources include the City of Santa Rosa, the Sonoma County Water Agency, the State Water Resources Control Board and Regional Water Quality Control Board, the California Department of Fish and Game, and the U.S. Environmental Protection Agency.

The major requirements to which the proposed project would be subject include the Clean Water Act, as enforced by the U.S. Army Corps of Engineers and the Environmental Protection Agency; the Porter-Cologne Water Quality Control Act and related Code sections administered by the State Water Resources Control Board; and, permitting and licensing requirements which occur during development review by the local jurisdiction. The applicable plans, policies and regulations are outlined below.

City of Santa Rosa General Plan

The City of Santa Rosa General Plan, Open Space and Conservation Element contains policies applicable to water resources, with which proposed developments are required to comply (see Section 3.1, *Relationship to Plans and Planning Policy*, of this EIR, for further information). Specifically, Policy PSF-I-1 requires dedication, improvement and maintenance of stormwater flow and retention areas (master drainage plan) as a condition of project approval, and Goal NS-D requires minimizing hazards associated with storm flooding.

Sonoma County Water Agency

The Sonoma County Water Agency reviews project plans for proposed on-site drainage systems, as well as for all new or upgraded facilities that may be required off-site in the City of Santa Rosa. The

Water Agency reviews projects for conformance with the Agency's Flood Control Design Criteria. Culverts and drainage systems with a drainage area of one square mile or less must be designed to accommodate the runoff from a 10-year storm. In addition, all structures must be protected from flooding expected to occur during a 100-year storm.

State Regional Water Quality Control Board/State Water Resources Control Board

The State Regional Water Quality Control Board (RWQCB) has jurisdiction over the Russian River and its tributaries, which include Santa Rosa Creek. The RWQCB is required by law to develop, adopt and implement a Water Quality Control Plan (Basin Plan) for the entire region. The principal elements of the Basin Plan are a statement of beneficial water uses which the RWQCB will protect; water quality objectives needed to protect the designated beneficial water uses; and strategies and time schedules for achieving the water quality objectives. The water quality objectives are achieved primarily through the establishment and enforcement of waste discharge requirements.

The State Water Resources Control Board has developed water quality objectives for priority pollutants. The objectives are contained in a document entitled *"Development of Water Quality Control Plans for: Inland Surface Waters of California and Enclosed Bays and Estuaries of California"* adopted 11 April 1991. Alternatives for developing state-wide water quality objectives address three major areas of protection: (1) aquatic life; (2) human health, and (3) exposure to chlorinated dibenzodioxins and dibenzofurans. Among the other provisions pertaining to the above-stated objectives are (a) all point and non-point discharges (including urban runoff) must comply with the identified water quality objectives; and (b) effluent limits are to be imposed, either through National Pollutant Discharge Elimination System (NPDES) permits or waste discharge requirements, such that the water quality objectives shall not be exceeded in the receiving water outside a designated mixing zone.

California Department of Fish and Game/U.S. Army Corps of Engineers

Any significant alterations to existing creeks/streams, including flood control projects, are subject to review by the California Department of Fish and Game. All construction activity occurring in designated stream corridors is subject to review and approval by the agency. The submission and approval of a Section 1601 Streambed Alteration Agreement from the California Department of Fish and Game normally is required prior to the initiation of construction in a creek/stream channel. Additionally, the U.S. Army Corps of Engineers would need to issue a Section 404 Permit under the Clean Water Act for any alterations to wetlands. These subjects are discussed further in Section 3.12 of this EIR, *Biological Resources*.

U.S. Environmental Protection Agency

The 1972 amendments to the Clean Water Act prohibit the discharge of pollutants to navigable waters from a point source unless the discharge is authorized by a National Pollution Discharge Elimination System (NPDES) permit. Industries that have direct stormwater discharges to navigable waters are required to obtain permits. It is within the existing authority of the Regional Water Quality Control Board (RWQCB) to issue an NPDES permit for any stormwater outfall to the waters of the United

States. The RWQCB requires that an NPDES Permit be obtained for construction grading activities for all projects greater than one acre. This permit requires implementation of nonpoint source control of stormwater runoff through the application of a number of Best Management Practices (BMPs). These practices are meant to reduce the amount of constituents entering streams and other water bodies.

A BMP Program, as required by the RWQCB, describes stormwater management practices (structural and operational measures), to control the quantity and quality of stormwater runoff. Practices include onsite detention and treatment, reporting of spills, implementing "good housekeeping" techniques to reduce contamination of surface water, preventive maintenance, inspection and record-keeping, security measures, and employee training. A Spill Prevention Control and Countermeasure Plan is included in the program. If construction is scheduled to occur throughout the year or is unlikely to be restricted to the dry months of the year, the BMPs must be implemented to ensure that sediment is confined to the construction area and not transported off-site. Erosion control also is required by the City, County, and the RWQCB through general plan policies and regulatory permits (NPDES permit in the case of the RWQCB).

The City of Santa Rosa in conjunction with other cooperating agencies has developed a Standard Urban Storm Water Mitigation Plan (SUSMP) to reduce pollutants and runoff flows to the maximum extent practicable from all new development and significant redevelopment projects. The SUSMP requirements apply to all applicable projects or phases of applicable projects for which applications have not yet been deemed complete. Applicable projects that are under the City's jurisdiction and are within the NPDES Permit Boundary are required to design and implement storm water source and treatment control BMPs. Applicable project descriptions are summarized below.

- Development projects that create 43,560 square feet (one acre) or more of new impervious surface.
- Streets, roads, highways, and freeways that create one acre or more of new impervious surface. This category includes any newly constructed paved surface used for the transportation of pedestrians, bicycles and motorized vehicles.
- Redevelopment projects that are located on an already developed site and result in the addition of and/or reconstruction of one acre or more of new impervious surface.
- Development and redevelopment projects that are located directly adjacent to a natural waterway, modified natural waterway, or constructed channel, or that require a new storm drain outfall to such waterway, regardless of project size or impervious surface. This requirement is intended to protect environmentally sensitive areas.

The SUSMP is a component of the City's Storm Water Management Plan which has been prepared to comply with the terms of the Phase 1 NPDES for Storm Water Discharges from the Santa Rosa Area.

Impacts and Mitigation Measures

Standards of Significance

Hydrology and water quality impacts would be considered significant if one or more of the following conditions were created through implementation of the Transit Oriented Redevelopment project:

- A substantial change in the rate and amount of surface runoff or change in the amount of water in any water body
- A substantial degradation of water quality
- The contamination or substantial reduction of a public water supply
- A substantial degradation or depletion of groundwater resources
- A substantial interference with groundwater recharge or direction and rate of groundwater flow
- The location of facilities within a flood-prone area or alterations to the course or flow of floodwater
- Substantial flooding, erosion or siltation
- The alteration of stream flow characteristics that would result in erosion, sedimentation or flooding downstream.

In view of existing hydrologic conditions of the project site, this analysis addresses four Hydrology and Water Quality Issues: 1) runoff volume and rate; 2) erosion; 3) groundwater infiltration; and 4) water quality of surface runoff and infiltrated groundwater.

Runoff Volume and Rate

Impact 3.11-1

Maximum Buildout of the Transit Oriented Redevelopment project site would render the site about 87 percent impervious, increasing the stormwater runoff volume by about 53 percent thus contributing to potential downstream flooding and overloading of the receiving infrastructure. This would be a potentially significant impact. (PS)

At present, about 46 percent of the project site is covered by nearly impervious surfaces, including buildings and the West Third Street Corridor. Former railroad loading and storage yards, which are more pervious than buildings and roads, cover about 49 percent of the site.[10] Maximum build-out of the proposed redevelopment plan would have most of the site (about 70 percent) dedicated to building uses, some of which would occupy the existing structures. About eight percent of the site would be covered by the West Third Street Corridor, as it is now, and about 22 percent would be landscaping and circulation elements.

The increase in nearly impervious area at the site can be estimated by using the site cover acreages from Table 2-1 in the *Project Description* (Section 2.4 of this EIR) for the proposed land use of the various parcels and comparing the results to existing conditions. The estimate of proposed impervious cover in Table 3.11-1 takes the existing West Third Street Corridor into consideration and does not include the railroad right-of-way adjacent to the project site:[11]

Mitigation Measure 3.11-2

Implement Mitigation Measure 3.11-1. (LS)

Because the Transit Oriented Redevelopment project area would involve grading of an area that is greater than one acre it would be subject to the conditions of the General Construction Activity NPDES permit from the Regional Water Quality Control Board. This permit requires that the applicant develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to identify the sources of sediment and other pollutants on-site, and to ensure the reduction of sediment and other pollutants in stormwater discharged from the site. A monitoring program is required to aid the implementation of, and assure compliance with, the SWPPP. The permit requirements of the Regional Water Quality Control Board must be satisfied prior to project construction.

An Erosion and Sedimentation Control Plan must be prepared for the project prior to grading (this may be a portion or subset of the SWPPP). An erosion control professional, or landscape architect or civil engineer specializing in erosion control must design the Erosion and Sediment Transport Control Plan.

The Plan would be designed using concepts similar to those formulated by the Association of Bay Area Governments, as appropriate, based on the specific erosion and sediment transport control needs of each area in which grading, excavation, and construction is to occur. This plan could include, but would not necessarily be limited to, the following types of erosion control methods.

- Whenever feasible, confine grading and activities related to grading (demolition, excavation, construction, preparation and use of equipment and material storage), to the dry season (April through September).
- Keep the lengths and gradients of constructed slopes (cut or fill) as low as possible.
- Discharge grading and construction runoff into small drainages at frequent intervals to avoid the buildup of large potentially erosive flows.
- Prevent runoff from flowing over unprotected gradients.
- Keep disturbed areas (areas of grading and related activities), to the minimum necessary for construction of the project.
- Keep runoff away from disturbed areas during grading and related activities.
- Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods.
- Direct runoff over vegetated areas prior to discharge into storm drainage systems, whenever possible.
- Trap sediment before it leaves the alignment with such techniques as check dams, sediment ponds, or siltation fences.
- Remove and disposal of any project-related sedimentation from off-site retention ponds.

- Control landscaping activities carefully with regard to the application of fertilizers, herbicides, pesticides or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team.

During the installation of the erosion and sediment transport control structures, the erosion control professional shall be on the alignment to supervise the implementation of the designs and the maintenance of facilities throughout the site clearing, grading and construction period.

Implementation of this mitigation measure would reduce Impact 3.11-2 to a less than significant level. (LS)

Mitigates:	Impact 3.11-2 (LS)
Implementation:	Include in construction drawings and specifications prior to approval of final project plans.
Responsibility:	Santa Rosa Department of Community Development in collaboration with the Sonoma County Water Agency.
Monitoring:	City of Santa Rosa.

Groundwater Infiltration

Impact 3.11-3

Construction of impervious surfaces on the project site would reduce infiltration to the water table. This would be a less than significant impact. (LS)

The Department of Water Resources recognizes most of the Santa Rosa Plain as a potential groundwater recharge zone because of the older alluvial fan deposits that underlie the plain. However, the high clay content of the surface soils and subsurface geologic materials at the project site reduces the permeability of the area, and the high water table conditions retard the downward migration of groundwater to the alluvial aquifers. Consequently, the project site is not considered a primary recharge zone. Nonetheless, some recharge does occur. Although the project site would not reduce groundwater recharge significantly, there remains the cumulative potential to affect groundwater reserves adversely in the long-term. The cumulative effect can be reduced through the application of stormwater runoff management and erosion control as described in Mitigation Measures 3.11-1 and 3 11-2.

Mitigation Measure 3.11-3

- Implement Mitigation Measure 3.11-1 and 3.11-2. (LS)

Water Quality

Impact 3.11-4

Increased runoff from the construction of impermeable surfaces on the site could lower the quality of stormwater runoff and infiltrating groundwater. This would be a potentially significant impact. (PS)

The major contributor of contaminants to runoff and infiltrating groundwater is the land surface over which the water passes. In developed areas, driveways, parking lots, sidewalks, streets and gutters are connected directly to storm drains that collect and guide stormwater runoff. Between rainstorms materials accumulate on these surfaces from debris dropped or scattered by individuals, street sweepings, debris and other particulate matter washed into roadways from adjacent areas, wastes and dirt from construction and renovation or demolition, fecal droppings from animals, remnants of household refuse dropped during collection or scattered by animals or wind, oil and various residues contributed by automobiles, and fallout of air-borne particles.

During rainfall, stormwater may take several paths when it reaches the ground surface. As water fills surface depressions, it seeps into the ground where the ground is permeable. Where the rate of rain reaching the ground exceeds the rate of infiltration, a film of water builds up on the ground surface. Once this film is of sufficient depth (about 0.1 inch), the water collecting on the ground surface begins to flow. The initial flow of each storm often contains the highest concentrations of pollutants, but this is not always the case because the phenomenon is dependent on the duration of the preceding dry weather period, rainfall patterns, rainfall intensity, the chemistry of individual pollutants, and other site-specific conditions.

Without mitigation, the accumulation of urban pollutants could create a significant cumulative impact because uncontrolled overland flow from paved surfaces and landscaped areas would carry many of the above-mentioned contaminants, thereby contributing to the deterioration of the quality of stormwater runoff and infiltrating groundwater. The eventual result would be the deterioration of water quality in downstream receiving waters. Drainage from the project site would carry stormwater runoff to Santa Rosa Creek, Laguna de Santa Rosa and, eventually, to the Russian River, which would be subject to water quality deterioration.

Numerous devices and procedures are available to reduce or eliminate urban pollutant sources before they find their way into stormwater runoff. Preventive measures, can be used to reduce the exposure of materials to stormwater, thereby limiting the amount of pollutants picked up in the runoff. For example, there are a number of devices used to remove oil and grease from stormwater. Oil and grease trap catch basins are inexpensive and relatively easily installed in most areas; however, pollutant removal is low for contaminants other than oil, grease and coarse sediment, and the basins must be inspected regularly and cleaning at least twice a year to remove sediment, accumulated oils and grease, and any other captured pollutants. It is important to note that all stormwater runoff treatment devices and techniques (1) do not perform the same functions, (2) are not equally effective, and (3) need to be designed specifically for conditions in the collection area being treated.

The Bay Area Stormwater Management Agencies Association (BASMAA) has published, and updated frequently, their *Design Guidance Manual for Stormwater Quality Protection* (2003) to encourage the use of best management practices (BMPs) in the planning and design of residential, commercial, institutional and industrial development. BASMAA recognizes that one of the best opportunities to reduce the generation of urban runoff nonpoint source pollution is in the planning and design phases. Once developments have been constructed, it is very difficult and expensive to correct land use patterns and storm drainage systems that contribute to urban runoff. Federal and state programs require most

municipalities to reduce the discharge of pollutants in their stormwater discharges to the maximum extent practicable using an array of control measures including BMPs. In California, the federal NPDES stormwater permitting program is administered by the State Water Resources Control Board through the nine Regional Water Quality Control Boards by issuing joint Waste Discharge Requirements and NPDES permits. Municipalities, such as the City of Santa Rosa, with populations of over 100,000 are required to obtain NPDES stormwater permits which specify the permitted concentration of various pollutants in stormwater discharge, but do not constrain the techniques and procedures used to achieve those concentrations.

Mitigation Measure 3.11-4

Implement Mitigation Measures 3.11-1 and 3.11-2. (LS)

Require water quality protection and treatment devices and procedures that address specific constituents of concern from proposed land uses on the project site. The resultant facilities should be sized in accordance with the criteria contained in the City's municipal stormwater permit.

These systems could include, but would not be limited to, the installation of easily cleanable sediment catch basins, debris screens, grease separators or similar water quality protection devices in the drainage facilities serving the project (i.e., vegetated swales, buffer strips, detention pond areas); labeling all storm drain inlets to educate the public about the water quality implications associated with dumping hazardous liquids and debris into receiving waters; and requiring cleaning and/or sweeping of roadways on a regular and frequent basis. In addition, project landscaping plans should include plant materials that require minimal use of fertilizer and pesticide applications.

Implementation of this mitigation measure would reduce Impact 3.11-4 to a less than significant level. (LS)

Mitigates:	Impact 3.11-4 (LS)
Implementation:	Include in construction drawings and specifications prior to approval of final project plans.
Responsibility:	Santa Rosa Department of Community Development in collaboration with the Sonoma County Water Agency.
Monitoring:	City of Santa Rosa.

Cumulative Development

The context for the analysis of cumulative hydrology and water quality impacts is the City of Santa Rosa and areas surrounding the City that drain to the Russian River through its tributaries and the larger Santa Rosa Plain, including all cumulative growth therein. The Transit-Oriented Redevelopment project would increase structural cover and surface paving on the project site thus generating increased stormwater flows during storm events and increased erosion potential, particularly during construction.

Site development could also lead to decreased water quality as explained in this section of the EIR. Site preparation and development would result in temporary and permanent ground surface changes that could affect erosion rates or patterns of runoff. Potential adverse hydrology and water quality effects associated with site development, while site-specific in nature, do combine with similar effects that could occur with other projects in and surrounding the City. Implementation of the mitigation measures as explained in this section of the EIR would ensure that potential site-specific impacts relating the Transit-Oriented Redevelopment project would be less than significant and would not contribute to cumulatively considerable adverse hydrology and water quality impacts.

Endnotes — Hydrology and Water Quality

1 United States Geological Survey, *Santa Rosa Quadrangle, California,* 7.5 Minute Series (Topographic), 1954, photorevised 1973, scale 1:24,000.

2 Site observations by G.J. Burwasser, RG 7151, EIP Associates, 6 November 2003.

3 State of California, The Resources Agency, Department of Water Resources, Division of Planning and Local assistance, *California's Groundwater, Update 2003,* Bulletin 118, Draft of April 2003, Draft Basin Descriptions - Santa Rosa Plain Subbasin, p. 1.

4 Federal Emergency Management Agency, National Flood Insurance Program, *Flood Insurance Rate Map, Sonoma County, California,* Community-Panel Number 060381 IND 0, Effective Date 1981.

5 Regional Water Quality Control Board – Region 1, *Water Quality Control Plan for the North Coast Region,* May 1996, Section 2-Benificial Uses, p. 2-7.00.

6 State of California, Bulletin 118, Santa Rosa Plain Subbasin, April 2003, p. 1.

7 State of California, Bulletin 118, Santa Rosa Plain Subbasin, April 2003, p. 2.

8 State of California, Bulletin 118, Santa Rosa Plain Subbasin, April 2003, p. 2.

9 State of California, Bulletin 118, Santa Rosa Plain Subbasin, April 2003, pp. 2 and 3.

10 Site observations by G.J. Burwasser, RG 7151, EIP Associates, 6 November 2003.

11 Chow, V.T., "Runoff," Figure 14-1 Values of Runoff Coefficient *C,* page 14-8 in Handbook of Applied Hydrology, McGraw-Hill, San Francisco, 1964.

12 Bay Area Stormwater Management Agencies Association, *Start at the Source, Design Guidance Manual for Stormwater Quality Protection,* Tom Richman & Associates, 1999, Chapter 2.

13 Information provided by Colleen Ferguson, Supervising Engineer, City of Santa Rosa Public Works Department, email to Ellena Cassie, City of Santa Rosa Department of Housing and Redevelopment, December 18, 2003.

3.12 BIOLOGICAL RESOURCES

Introduction

This section of the EIR discusses existing biological resources surrounding and within the Transit-Oriented Redevelopment project area, evaluates potential impacts on these resources, and establishes mitigation measures to avoid or reduce those impacts to a less than significant level. Impacts that have been identified as potentially resulting from the project include loss of Heritage or Protected Trees and impacts to nesting birds. Information on biological resources is based on a field survey conducted on October 30, 2003 and review of other available data sources as enumerated herein.

Setting

Regulatory Setting

Several Federal, State, and regional agencies have jurisdictional responsibilities regarding permit approvals and other regulatory actions for public improvements that may affect biological resources within the San Francisco Bay area. Some of the permits and regulatory actions discussed below may require mitigation measures to be implemented to offset potential adverse impacts resulting from redevelopment activities.

Federal Regulations

Migratory Bird Treaty Act of 1918

The Migratory Bird Treaty Act (MBTA) makes it unlawful to "take" (kill, harm, harass, etc.) any migratory bird listed in 50 CFR 10, including their nests, eggs, or products. The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species.

Federal Endangered Species Act of 1973

Section 3 of the Federal Endangered Species Act (FESA) defines an endangered species as any species or subspecies of fish, wildlife, or plants "in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as any species or subspecies "likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Designated endangered and threatened species, as listed through publication of a final rule in the *Federal Register*, are fully protected from a "take" without an incidental take permit administered by the U. S. Fish and Wildlife Service (USFWS) under Section 10 of the FESA. "Take" is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct (50 CFR 17.3). The term "harm" in the definition of "take" in the Act means an act which actually kills or injures wildlife. Such act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral

patterns, including breeding, feeding or sheltering (50 CFR 17.3). The term "harass" in the definition of "take" means an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering (50 CFR 17.3). Proposed endangered or threatened species are those for which a proposed regulation, but not a final rule, has been published in the Federal Register.

Section 7 of the FESA requires that Federal agencies ensure that their actions are not likely to jeopardize the continued existence of a listed species or destroy or adversely modify its critical habitat. This obligation requires Federal agencies to consult with the USFWS or the National Marine Fisheries Service (NMFS) on any actions (issuing permits including Section 404 permits, issuing licenses, providing Federal funding) that may affect listed species to ensure that reasonable and prudent measures will be undertaken to mitigate impacts on listed species. Consultation with USFWS or NMFS can be either formal or informal depending on the likelihood of the action to adversely affect listed species or critical habitat. Once a formal consultation is initiated, USFWS or NMFS will issue a Biological Opinion (either "jeopardy" or a "no jeopardy" opinion) indicating whether the proposed agency action will or will not jeopardize the continued existence of a listed species or result in the destruction or modification of its critical habitat. A permit cannot be issued for a project with a "jeopardy" opinion unless the project is redesigned to lessen impacts.

In the absence of any Federal involvement, as in a privately-funded project on private land with no Federal permit, only Section 10(a) of the FESA can empower the USFWS or NMFS to authorize incidental take of a listed species provided a habitat conservation plan (HCP) is developed. To qualify for a formal Section 10(a) permit, strict conditions must be met including a lengthy procedure involving discussions with USFWS, NMFS, and local agencies, preparation of a HCP, and a detailed Section 10(a) permit application.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA) declares that deserving plant or animal species will be given protection by the State because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the State. The CESA established that it is State policy to conserve, protect, restore, and enhance endangered species and their habitats. Under State law, plant and animal species may be formally designated rare, threatened, or endangered by official listing by the California Fish and Game Commission. Listed species are generally given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

The CESA authorizes that take of a plant or wildlife species listed as endangered or threatened under the Federal ESA and CESA, may occur pursuant to a Federal incidental take permit issued in accordance with Section 10 of the Federal ESA, provided the California Department of Fish and Game

(CDFG) is notified and certifies that the incidental take statement or incidental take permit is consistent with the CESA (Fish & Game Code § 2080.1(a)).

California Environmental Quality Act - Treatment of Listed Plant and Animal Species

Both the Federal and State Endangered Species Acts protect only those species formally listed as threatened or endangered (or rare in the case of the State list). Section 15380 of CEQA Guidelines, however, independently defines "endangered" species of plants, fish or wildlife as those whose survival and reproduction in the wild are in immediate jeopardy and "rare" species as those who are in such low numbers that they could become endangered if their environment worsens. Therefore, a project will normally have a significant affect on the environment if it will substantially affect a rare or endangered species or the habitat of the species. The significance of impacts to a species under CEQA, must be based on analyzing actual rarity and threat of extinction despite legal status or lack thereof.

State of California - Sections 3503, 3503.5, 3800 of the Fish and Game Code

These sections of the Fish and Game Code prohibit the "take, possession, or destruction of birds, their nests or eggs." Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered a "take."

Local Regulations

The City of Santa Rosa Tree Ordinance 17-24.030 protects oaks and other native trees as heritage trees. The City of Santa Rosa Tree Ordinance includes seven species of oaks and eight other native tree species of certain trunk diameters in the definition of a Heritage Tree and requires a permit for removal. Other trees can be designated as Heritage Trees by resolution of the Planning Commission. A "Protected Tree" is defined as any tree designated to be preserved on an approved development plan or as a condition of approval of a tentative map, a tentative property map, or other development approval issued by the City. Ten species (acacia, silver maple, poplar, ailanthus, hawthorn, fruitless mulberry, ligustrum, pyracantha, Monterey pine, Monterey cypress) and all fruit and nut trees except walnuts are exempt from the Tree Ordinance and no permit is required for their removal. Article 4, Permit Category II requires that:

> All development proposals...shall clearly designate all trees and Heritage Trees on the property by trunk location and an accurate outline of each tree's drip line and shall indicate those trees which are proposed to be altered, removed, or relocated and those trees proposed to be designated Protected Trees. The reasons for the proposed removal of any tree shall be stated in writing. The development plan...shall indicate the genus and species, the shape, the drip line, and the trunk circumference of each tree and Heritage Tree. These tree delineations must also be shown on every page of the development and improvement plans where any work is proposed within the root zone of any tree. The owner of the property and the person in control of the proposed development shall protect and preserve each tree and Heritage Tree situated within the site of the proposed development during the period the application(s) for the proposed

development being considered by the City. The proposed development shall be designed so that:

- The proposed lots and/or improvements preserve and protect any Heritage Trees to the greatest extent possible.
- The road and lot grades protect Heritage Trees to the greatest extent possible and the existing grade shall be maintained within each such tree's root zone.

If the proposed project is approved, the recordation of the final map or issuance of a grading permit or building permit for the project shall constitute a permit to alter, remove, or relocate any trees designated for alteration, removal, or relocation upon the project's approved plans. Any change in the trees to be altered, removed, or relocated as designated on the approved development plan shall only be permitted upon the written approval of the Director or, when the Director determines that the proposed change may be substantial, by the Planning Commission.

Project Site Biological Conditions

SMART Parcel

The SMART parcel is the largest of the five parcels that comprise the project site at 5.68 acres. This property currently consists of gravel parking lots and a few small patches of ruderal grasses. The ruderal grasses are comprised mainly of non-native species such as Italian thistle (*Carduus pycnocephalus*), wild oats (*Avena* spp.), Meditereanian barely (*Hordeum marinum* var. *gussoneanum*), Italian ryegrass (*Lolium multiflorum*), and fennel (*Foeniculum vulgare*). The only native species observed on this property are several small Sycamore trees (*Platanus racemosa*) and a large Coyote bush (*Baccharis pilularis*) located within a fenced area that contains historic railroad cars.

Berkowitz Parcel

The Berkowitz parcel located just south of West 3rd Street is completely covered with a single building.

Santa Rosa Canners, LLC Parcel

The Santa Rosa Canners, LLC parcel is located on the western portion of the project site between the Salvador parcel and the West 3rd Street corridor property. This property consists almost entirely of a warehouse and a gravel lot, with the exception of a narrow strip of vegetation along its border with Santa Rosa Creek. Included in this vegetation are several large eucalyptus trees near the West 3rd Street border, just north of the West 3rd Street bridge over Santa Rosa Creek. One large English walnut (*Juglans regia*) (Figure 3.12-1) located within this property may qualify as a Heritage Tree, because its species and size [diameter at breast height (dbh) = 30 inches (multiple trunks)] meet the Santa Rosa Tree Ordinance criteria.

Salvador Parcel

The Salvador parcel is located in the northwest portion of the project site along West 6th Street. The property is comprised of the 6th Street Warehouse and a large vacant lot that is currently being used for soil contamination remediation activities. Along West 6th Street in the eastern direction to the end of the 6th Street warehouse are eight street trees. These trees are all ornamental pears (*Pyrus kawakamii*) with a dbh ranging from 12 to 18 inches. Based on the species and size these trees would not qualify as Heritage or Protected Trees under the City's Tree Ordinance. However, these ornamental trees would be considered Street Trees and their removal or trimming would be subject to permit approval under the Tree Ordinance. The only other biological resource within this property is the remaining vegetation along the fence line bordering the bank of Santa Rosa Creek. The vegetation consists of wild oats, coyote bush, and small English walnuts none of which meet the criteria for Heritage or Protected Trees.

West 3rd Street Corridor

The West 3rd Street Corridor consists of West 3rd Street and its sidewalks, from the railroad right-of-way to the bridge over Santa Rosa Creek at the western limits of the project Site. This property is entirely paved with asphalt streets and concrete sidewalks and therefore devoid of any biological habitat.

Vegetation and Plant Communities

The entire site was inspected, the plant assemblages cataloged, and species identified (see Appendix C, Table C-1). Where access was not possible, the properties were checked from the nearest access point to verify the habitat. Buildings and vacant gravel lots dominate the project site. Due to recent and historical development activities, no vegetative habitat types such as annual grasslands, forests, or seasonal wetlands are present.

Wildlife and Wildlife Habitat

The small patches of ruderal grasses within the project site provide limited habitat for wildlife. Evidence of rodent species including Botta's pocket gopher (*Thomomys bottae*) and moles (*Scapanus* sp) were observed within the remaining patches of ruderal grasses (Appendix C, Table C-2). Bird species observed included mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), and American crow (*Corvus brachyrhynchos*).

Special Status Plant and Wildlife Species

Special-status species, also referred to as "sensitive" species, are those meeting the criteria in CEQA Section 15380 and include species listed as threatened, endangered, or proposed for listing, candidates for listing, and species of concern to the USFWS and CDFG. This term also includes those species designated by Federal, State, local, or scientific organizations as needing protection due to rarity or threats to their existence.

Special Status Plant Species

The California Natural Diversity Data Base (CNDDB) and the California Native Plant Society (CNPS) data report for the 7.5-minute United States Geological Survey (USGS) Santa Rosa quadrangle lists 17 species of sensitive plants that potentially occur within the project area (Appendix C, Table C-3). [1,2] These two sources indicate that state and federally endangered white sedge (*Carex albida*) has been reported and mapped as occurring in the vicinity of Santa Rosa based on a 1977 literature reference and has probably been extirpated by habitat modification. [3] Additionally, these sources list other sensitive species such as the federal Species of Special Concern Jepson's linanthus (*Linanthus jepsonii*) and water sack (=saline) clover (*Trifolium depauperatum* var *hydrophilum*) as potentially occurring within the project vicinity (Figure 3.12-2). However, the absence of vernal pools, wetlands, and serpentine soils on the project site preclude these species from being present within the project site.

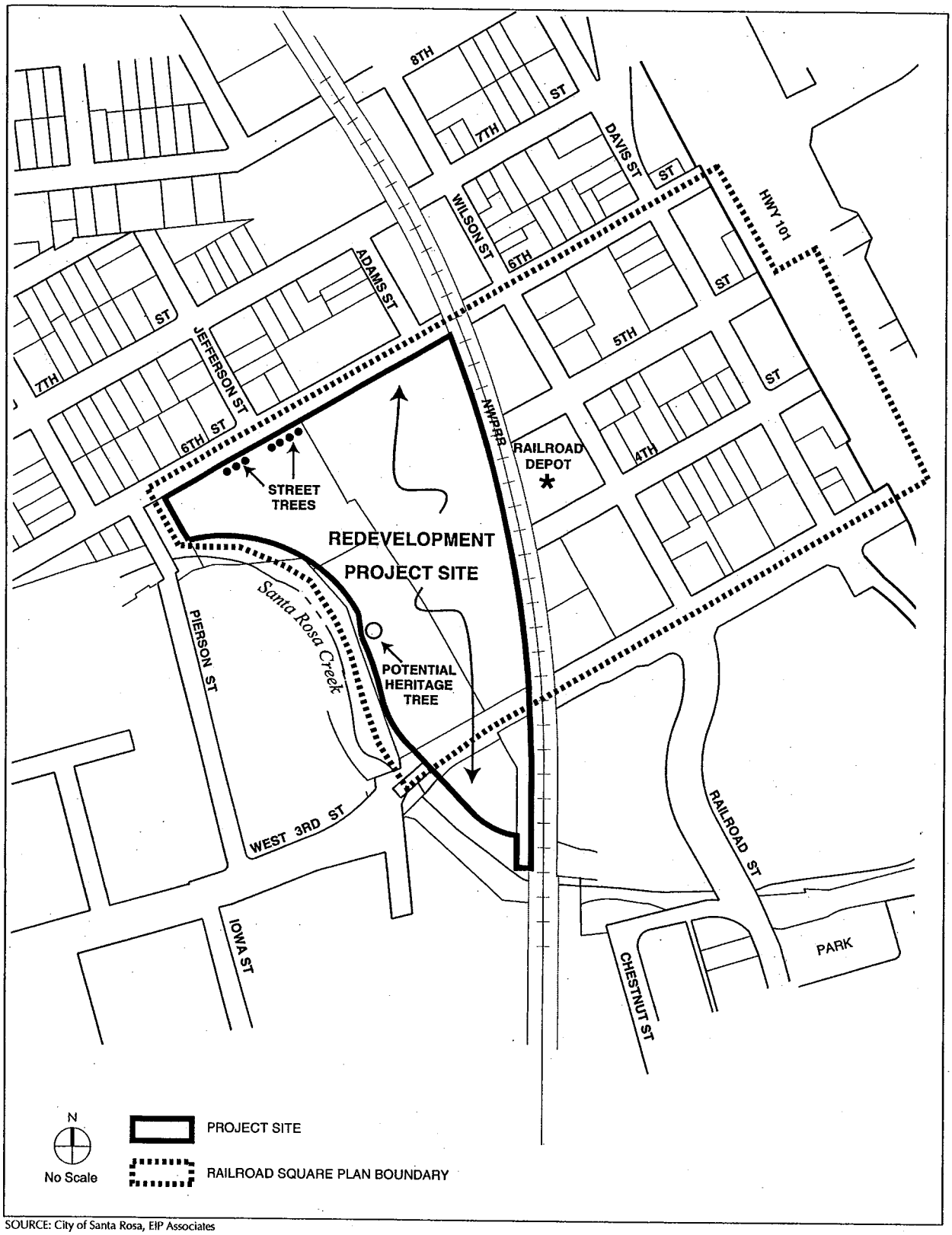
The remaining special status plant species reported from the Santa Rosa quadrangle are restricted to volcanic or serpentine soils or other habitats (i.e., coastal scrub or swamps) not present within the project site.

Special Status Wildlife Species

Numerous special-status wildlife species occur or potentially occur within the Santa Rosa area. Information regarding potentially occurring special-status wildlife species in the vicinity of the project site was gathered from the CNDDB, environmental documents, and a field survey conducted for this EIR. These sources combine to list four species of invertebrates, eight species of fish, six species of amphibians and reptiles, nineteen species of birds, and six species of mammals (Appendix A, Table A-4). No special status animals or habitat suitable for special status species was observed within the project site during the field survey.

Habitat required by many of the sensitive species reported from the greater Santa Rosa area is not available within the project site. For example, California horned Lizard (*Phrynosoma coronatum frontale*) prefers scattered shrubby vegetation with gravel or sand substrates. [4] Such habitats are not present within the project site. Species for which habitat is not available and are not likely to occur within the project site are not discussed further within this analysis but are presented in Appendix C, Table C-4.

Two Special Status wildlife species from Table C-4 (Appendix C) warrant further discussion. Townsend's western big-eared bat (*Corynorhinus townsendii townsendii*) and the western mastiff bat (*Eumops perotis californicus*) are both Federal Species of Special Concern. The USFWS lists both species as potentially occurring within the Santa Rosa 7.5-minute USGS quadrangle. [5] These species of bats often roost in caves, cracks in cliff faces, and abandoned buildings. Townsend's big-eared bat is known to only roost in open areas (i.e., walls and ceilings) where it is easily observed and vulnerable to disturbances.[6] No evidence of bats (guano) was observed during the field survey. However, the CNDDB does not report the occurrence of either species of bats from within Sonoma County (Appendix C, Table CB-4, and Figure 3.12-2). Therefore, the project is not expected to harbor Townsend's western big-eared bat or the western mastiff bat.



SOURCE: City of Santa Rosa, EIP Associates

EIP

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 3.12-1: RAILROAD SQUARE PLAN AREA, TREE RESOURCES

EIP ASSOCIATES

N

0 1,500 3,000

Feet

Source: ESRI Roads, Waterways, and City Borders, 2002; CDFG: CNDDB, May 2003; and EIP Associates, Project Boundary, Nov. 7, 2003; and GIS Program, Nov. 24, 2003.

Jepson's Linanthus

Showy Indian Clover

Saline Clover

California Tiger Salamander

Rincon Manzanita

Project Site

Municipal Boundary

*White Sedge Covers the Entire Project Area

FIGURE 3.12-2 SENSITIVE SPECIES*

Transit-Oriented Redevelopment Project Area

Santa Rosa, CA

C:\GISProjects\torpa 10851.apr

Impacts and Mitigation Measures

Standards of Significance

For the purpose of this EIR, impacts to biological resources are considered significant if project implementation would result in one or more of the following conditions (based on CEQA Section 15065):

- Substantially reduce the habitat of a wildlife species.
- Cause a wildlife population to drop below self-sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce the number or restrict the range of a rare or endangered plant or animal. This would include "take" of a species protected under the Federal Endangered Species Act (50 CFR 17.11).
- Substantially affect a rare or endangered species of animal or plant or the habitat of the species.
- Interfere substantially with the movement of any resident or migratory wildlife species.
- Result in the loss of wetland or riparian habitat.

Individuals and other organizations and agencies may identify additional areas of potentially significant impacts. These impacts can be identified during consultations with State and Federal agencies, scoping meetings, and other forms of public participation.

Impacts in any of the above categories would be considered *unavoidable significant* effects if they could not be (a) eliminated, (b) avoided or minimized by redesign or relocation of some components of the projects, (c) reduced to a less-than-significant level, or (d) compensated for by replacement of equal habitat extent and value. Based on this analysis, none of the above Standards of Significance would be met by the Transit-Oriented Redevelopment project. However, based on existing site conditions, this analysis addresses three issues specific to biological resources as follows:

- Heritage Trees.
- Bird Nesting Habitat.
- Cumulative Impacts to Heritage or Protected Trees Within the City of Santa Rosa.

Heritage Trees

Impact 3.12-1

Vegetation removal, ground-clearing activities and construction within the project site could result in tree removal or the disturbance of tree root systems. Some of the trees, which may be removed or encroached upon, meet City of Santa Rosa requirements for designation as Heritage Trees or Protected Trees. The removal of or injury to Heritage or Protected trees without City approval would be a potentially significant impact. (PS)

The Salvador parcel contains eight Street Trees along West 6th Street. These trees consist of ornamental pear trees planted in a sidewalk median ranging from 12 to 18 inches dbh. Despite their size these non-native species would not qualify as Heritage Trees. However, these trees do meet the definition of Street Trees under the Tree Ordinance. Therefore, any activities that would result in the removal or trimming of these trees would require a permit from the City Parks Department under the City Tree Ordinance and no further mitigation measures would be required (this subject is also discussed in Section 3.5 of this EIR, *Visual Quality and Community Character*).

Also, the Santa Rosa Canners, LLC parcel contains a single tree that qualifies as a Heritage Tree under the City's Tree Protection Ordinance. The property contains a 30-inch dbh English walnut tree that qualifies as a Heritage Tree based on its species and size. Therefore, project implementation may result in the removal of this Heritage tree.

Mitigation Measure 3.12-1: Heritage and Protected Trees

Once a final site design is completed, a map should be prepared by a certified arborist showing the genus and species, trunk location, and the drip line of all trees 4 inches dbh or greater [City Code Section 17-24.020-(P)] that are proposed to be altered, removed, or relocated, and those trees proposed to be preserved. Trees that are proposed to remain should be protected by fencing installed outside of their drip line during construction. The number of trees to be replaced should conform to the requirements of City Code Section 17-24.050-(C) (Tree Replacement Program). Landscape materials should incorporate California native plants, including oaks, coast redwoods, western sycamore, and other trees, shrubs, and groundcovers indigenous to the Santa Rosa area. Street tree replanting should comply with the City's street tree list as specified by the City Parks Department. A qualified botanist or arborist should review the site landscape plan, monitor replacement trees during planting and the following spring, and monitor the growth and survival of the newly planted trees for at least five years.

The implementation of this mitigation measure would reduce impact 3.12-1 to a less than significant level. (LS)

Mitigates:	Impact 3.12-1 (LS)
Implementation:	Prior to construction phase with installation of replacements following construction.
Responsibility:	Construction Contractor.
Monitoring:	City of Santa Rosa.

Bird Nesting Habitat

Impact 3.12-2

Vegetation removal, ground-clearing activities, and building demolition for each parcel within the project site could result in the direct mortality of adult birds or their young, nest destruction, or disturbance of nesting non-special status bird species that results in nest abandonment and/or the loss of reproductive effort. The disturbance of active nests would not be considered an impact under

CEQA. However, the disturbance of active nests could be a violation of State Fish and Game Code and the MBTA. This would be considered a significant impact. (S)

Development of the Santa Rosa Canners, Salvador and Berkowitz parcels may result in the removal of vegetation or buildings used for nesting. Removal of vegetation and buildings during the nesting season could cause nest abandonment and destruction of nests, eggs, and nestlings. As discussed in the *Regulatory Setting* of this section, most species of nesting birds that may occur in the project area are protected by both State (Fish and Game Code Sections 3503, 3503.5 and 3800) and Federal (Migratory Bird Treaty Act of 1918) laws.

Unless project construction affects a sensitive species, there is no significant impact according to CEQA even though the destruction of nests or nestlings is a violation of the Fish and Game Code and potentially the MBTA. Mitigation Measure 3.12-2 is provided to facilitate compliance with state and federal laws related to the protection of nesting birds.

Mitigation Measure 3.12-2: Nesting Bird Surveys

The removal of trees, shrubs, or weedy vegetation should avoid the February 1 through August 31 bird nesting period to the extent possible.[7] If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, a survey for nesting birds should be conducted by a qualified wildlife biologist no earlier than 14 days prior to the removal of trees, shrubs, grassland vegetation, buildings, grading, or other construction activity. Survey results shall be valid for 21 days following the survey. The area surveyed should include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist.

The installation of bird netting during the non-nesting season on buildings that are used by swallows would prevent nesting and impacts to these species. If this is done no building specific surveys would be required.

In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction should be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. The implementation of this mitigation measure would reduce Impact 3.12-2 to a less than significant level. (LS)

Mitigates:	Impact 3.12-2 (LS)
Implementation:	Prior to Construction Phase.
Responsibility:	Construction Contractor.
Monitoring:	City of Santa Rosa.

Cumulative Impacts to Heritage or Protected Trees Within the City of Santa Rosa

Project-related tree removal would not substantially contribute to cumulative impacts to Heritage or Protected Tree resources within the City of Santa Rosa. The Transit-Oriented Redevelopment project area is an urban area that has been fully developed. The only project within the downtown area that has been approved by the City of Santa Rosa is the Santa Rosa Creek Trail Improvement Project. This project is currently under construction adjacent to the south and west portions of the Transit-Oriented Redevelopment project site. Any additional projects within the City of Santa Rosa would have to comply with the City Tree Ordinance and would be required to replace or preserve Heritage or Protected Trees. Accordingly, the implementation of Mitigation Measure 3.12-1 as required by the City of Santa Rosa would ensure that cumulative impacts to the City's tree resources remain at a less than significant level.

Endnotes — Biological Resources

1 CNDDB (California Natural Diversity Data Base) 2003. Rarefind report for the Santa Rosa 7.5 minute USGS quadrangle. Commercial Version, information dated May 5, 2003.

2 CNPS (California Native Plant Society) 1999. Inventory of rare and endangered vascular plants of California. Information dated 1999.

3 CNDDB (California Natural Diversity Data Base) 2003. Rarefind report for the Santa Rosa 7.5 minute USGS quadrangle. Commercial Version, information dated May 5, 2003.

4 Jennings, M.R and M.P. Hayes 1994. Amphibian and reptile species of special concern in California. Final report to Inland Fisheries Division, California Department of Fish and Game.

5 United States Fish and Wildlife Service, Sacramento Office, Species List for the Santa Rosa 7.5-minute USGS quadrangle. http://sacramento.fws.gov/es/spp_lists/QuadName_Detail.cfm?ID=501B updated October 21, 2003.

6 Pierson, E.D. and W.E. Rainey 1994. Distribution, Status, and Management of Townsend's Big-eared Bat (*Corynorhinus townsendii*) in California. BMCP Technical Report Number 96-7. California Department of Fish and Game.

7 Brian Hunter, Regional Manager, Central Coast Region, California Department of Fish and Game, Letter to Mr. Hugh Graham, Principal Planner, Development and Review Office, County of San Jose, May 7, 1999.

3.13 AIR QUALITY

Introduction

This Air Quality section discusses agencies governing the maintenance of air quality, federal and state air quality regulations, regional and local air quality conditions and potential air quality impacts resulting from the proposed Transit-Oriented Redevelopment project. The air quality analysis has been prepared using methodologies and assumptions recommended in the air quality impact assessment guidelines of the Bay Area Air Quality Management District (BAAQMD). Mitigation measures are provided that would reduce or eliminate potentially significant air quality impacts of the project.

Setting

Regulatory Setting

Air quality is characterized by the presence of pollutants that fall into two basic categories: 1) Criteria air pollutants refer to a group of pollutants for which regulatory agencies have adopted ambient air quality standards and pollution reduction plans. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter and lead. Emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x) are regulated as precursors to ozone formation. 2) Toxic air contaminants refer to a category of air pollutants that pose a present or potential hazard to human health, but which tend to have more localized impacts than criteria air pollutants.

Ambient Air Quality Standards

Major federal, state, and local air pollution control efforts tend to focus on six criteria air pollutants and their precursors. Based on the authority of the federal Clean Air Act, including the 1990 amendments, and the California Clean Air Act, federal and state regulatory agencies set upper limits (ambient standards) on the airborne concentrations of the six criteria pollutants. These defined limits are designed to protect all segments of the population including those most susceptible to the pollutants' adverse effects (e.g., the very young, the elderly, people weak from illness or disease, or persons doing heavy work or exercise).

The U.S. Environmental Protection Agency (EPA) develops and is responsible for updating the National Ambient Air Quality Standards, and the California Air Resources Board is responsible for establishing the California Ambient Air Quality Standards. The ambient air quality standards for criteria pollutants are summarized in Table 3.13-1.

Air Quality Management Plans

The federal Clean Air Act, as amended, and the California Clean Air Act are the primary drivers for attaining and maintaining the ambient air standards. These laws require preparation of air quality management plans for areas with air quality conditions exceeding the ambient air quality standards. The

1990 amendments to the federal Clean Air Act specifically require that projects involving federal funding demonstrate conformity with existing air quality management plans. Through these laws, the implementing agencies develop mobile and stationary source performance standards and emission control programs.

Table 3.13-1
National and State Ambient Air Quality Standards

Pollutant	Averaging Time	National Standard	California Standard
Ozone	1-hour	0.12 ppm	0.09 ppm
	8-hour	0.08 ppm	NA
Carbon Monoxide	1-hour	35.0 ppm	20.0 ppm
	8-hour	9.0 ppm	9.0 ppm
PM_{10}	24-hour	150 $\mu g/m^3$	50 $\mu g/m^3$
	annual	50 $\mu g/m^3$	20 $\mu g/m^3$
NO_2	1-hour	NA	0.25
	annual	0.053 ppm	NA
SO_2	1-hour	NA	0.25 ppm
	24-hour	0.14 ppm	0.05 ppm
	annual	0.03 ppm	NA
Lead	30-day	NA	1.5 $\mu g/m^3$
	Calendar Quarter	1.5 $\mu g/m^3$	NA

Notes:
ppm = parts per million
$\mu g/m^3$ = micrograms per cubic meter
NA = not applicable
Source: California Air Resources Board.

The portion of Sonoma County where the project is located is wholly within the San Francisco Bay Area Air Basin, which is in the jurisdiction of the BAAQMD. This air basin also includes Alameda, Marin, San Francisco, San Mateo, Santa Clara, Napa, and parts of Solano counties. The San Francisco Bay Area Air Basin does not meet the state ambient air quality standards for ozone and PM_{10}, and the air basin does not meet the federal standards for ozone.

The BAAQMD is primarily responsible for planning, implementing, and enforcing the federal and State ambient standards in the Bay Area. EPA approval of the 1982 Bay Area Air Quality Plan (referred to as the 1982 Plan), which indicates how the BAAQMD will implement federal air quality requirements, resulted in the 1982 Plan being incorporated into the State Implementation Plan (SIP). The region's SIP is a compilation of plan components and air pollution control regulations that when taken together are designed to enable the region to attain and maintain the federal standards. Along with the BAAQMD, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) also contribute to the SIP. The State ozone standard and the State PM_{10} standard are exceeded in the region. To meet the State ozone standard, BAAQMD adopted the *2000 Clean Air Plan* on December 20, 2000, and submitted it to CARB as required by the CCAA. The *2000 Clean Air Plan* includes a control strategy review to ensure that the plan continues to include "all feasible measures" to reduce ozone. No State plan is required to meet state PM_{10} measures.

In 1998, the Bay Area was redesignated as nonattainment for the federal ozone standards. Under EPA direction, the BAAQMD prepared and submitted the *Bay Area's 2001 Ozone Attainment Plan* to CARB in November 2001 as a revision to the SIP. On February 14, 2002, EPA determined that the motor vehicle emission budgets in the *Bay Area's 2001 Ozone Attainment Plan* are adequate for conformity purposes.

The SIP measures for reducing emissions of ROG and NO_x affect all source categories. Emissions limitations are imposed upon sources of air pollutants by rules and regulations promulgated by the federal, State, or local agencies. Mobile sources of air pollutants are largely controlled by federal and State agencies through emission performance standards and fuel formulation requirements. The BAAQMD regulates stationary sources through its permitting and compliance programs. The BAAQMD is responsible for implementing stationary source performance standards and other requirements of federal and State laws.

Toxic Air Contaminants

Toxic air contaminants (TACs), which may have the potential to cause cancer or may pose a present or potential hazard to human health, are considered separately from the criteria pollutants in the regulatory process. Unlike criteria pollutants, there are no ambient standards for TACs; this is partially due to the localized nature of the adverse health impacts caused by TAC emissions.

Stationary sources of TACs are regulated directly through emission standards and risk reduction strategies implemented at the sources of the emissions. When a new source of TACs is proposed, a health risk assessment may need to be performed to estimate the project's potential health risks. Federal, state, and local regulations and guidelines govern the level of analysis necessary for sources which appear to have the potential for high TAC emissions.

The state Air Toxics Hot Spots Program and the BAAQMD Risk Management Policy require public notification, reporting, and risk assessments for facilities that have the potential to emit TACs that may cause substantial heath risks. Many sources of TACs emit in levels that are below the thresholds for public notification and reporting and would not be expected to cause substantial health risks. Examples of stationary sources of TACs include gasoline service stations, perchloroethylene dry cleaners, and oil and gas production facilities. Mobile sources are not directly regulated as sources of TACs, except for lead. Improvement of fuel efficiency standards and reformulation of fuels provide indirect control of lead and other TACs from mobile sources.

Woodburning Fireplaces

In 1998, the Air District developed a model woodsmoke ordinance for fireplaces and woodstoves as a guidance document for cities and counties that wish to regulate sources of particulate matter in their communities. As epidemiological studies continue to demonstrate a link between particulate pollution and health risks, including increased mortality, the model ordinance seeks to regulate the largest single stationary source of PM in the Bay Area, woodsmoke. On an average winter day, at some Bay Area locations, as much as 40 percent of the PM pollution comes from woodsmoke. In addition, woodburning generates carbon monoxide and toxic air pollutants such as dioxin.

If adopted by a Bay Area city or county, the ordinance would limit the installation of woodburning appliances in new homes, or renovations of existing homes that involve a fireplace, to pellet stoves, EPA-certified woodstoves or fireplace inserts, or natural-gas fireplaces. These cleaner burning alternatives reduce woodsmoke by 75 to 99 percent over a traditional fireplace. The ordinance does not ban woodburning in fireplaces, but seeks to take advantage of new, cleaner technologies that have been developed to effectively reduce woodsmoke pollution.

The ordinance also includes a provision for mandatory restrictions on woodburning whenever the Air District calls a Spare the Air Tonight alert.

On June 18, 2002, the Santa Rosa City Council adopted Ordinance No. 3567 that adds Chapter 17-35 to the Santa Rosa City Code regulating the installation of wood burning appliances, and the removal and operation of non-certified wood heaters. The Code also states that effective June 1, 2004, it shall be unlawful to use or operate a non-certified (EPA or Northern Sonoma County Air Pollution Control District) wood heater, freestanding or insert, on any property within the City of Santa Rosa.

Climate

The San Francisco Bay Area's regional meteorological conditions are cool and dry in the summers and mild and moderately wet in the winters. Air quality in Santa Rosa is influenced by terrain effects and the ocean breezes that travel through the Petaluma and Cotati Valleys. Winds from the south and southwest are the most prevalent in Santa Rosa. These are the breezes that travel from the Pacific Ocean to Sonoma County through the Petaluma Gap (roughly between Bodega Bay and Petaluma) and are channeled by the Sonoma Mountains to the east. Sea breezes traveling to Santa Rosa via the Petaluma Gap and opposing sea breezes via the Russian River Valley to the west-northwest provide relatively clean air to Santa Rosa. When the ocean breeze is weak however, strong winds from the east can dominate and carry pollutants to Santa Rosa from the Carquinez Strait area. Air quality in Santa Rosa is superior to that of many other valley cities in the Bay Area because of the city's location, the terrain, and clean ocean breeze.

The climate of Santa Rosa is typical of the Bay Area's interior valleys, tempered by exposure to sea breezes. Summer monthly maximum average temperatures are in the low-80's°F, and winter monthly minimum average temperatures are in the high-30's°F. Santa Rosa receives about 30 inches of annual precipitation with most of it occurring in the winter months.

Existing Air Quality

The nine-county San Francisco Bay Area Air Basin has a history of recorded violations of federal and state ambient air quality standards for ozone, carbon monoxide, and particulate matter. Since the early 1970s, substantial progress has been made toward controlling these pollutants. This progress has led the area to attaining all state and federal standards except those for ozone and PM_{10}. For ozone, the Bay Area does not meet the either the state or federal standard as noted previously (i.e., the Bay Area is an ozone nonattainment area for state and federal purposes). For particulate matter less than 10 microns in diameter (PM_{10}), the Bay Area does not meet the state standard, but the area does meet the federal standard (i.e., the Bay Area is a PM_{10} nonattainment area for state purposes only).

The BAAQMD operates an air quality monitoring station on Fifth Street in Santa Rosa. This location is representative of conditions in the project area. The available air quality data from the Santa Rosa station shows the following:

- During the period of 2000 through 2002, the state and federal 1-hour ozone standards were not exceeded on any day through the period. The 8-hour federal ozone standard was also not exceeded on any day through the period.
- During the period of 2000 through 2002, the state and federal carbon monoxide standards were not exceeded anywhere in the Bay Area. Over the past three years of data, the highest 1-hour carbon monoxide concentration monitored in Santa Rosa was 4.36 ppm, and the highest 8-hour concentration was 3.05 ppm. (The existing conditions of localized carbon monoxide concentrations near congested intersections in the vicinity of the project are summarized with the discussion of project impacts below.)
- During the period of 2000 through 2002, the state 24-hour PM_{10} standard was only exceeded on 2 days in 2001, the federal 24-hour standard was not exceeded at all. Also, the state and federal annual standards were not exceeded at all.

Regional and local air quality conditions indicate that the region has made considerable progress toward meeting the state and federal standards. At this time, the region does not meet state particulate matter standards. Through 2002, violations of the state and federal standards for ozone continue to persist.

The burning of high sulfur fuels for activities such as electricity generation, petroleum refining, and shipping are the major source of ambient SO_2. The highest levels of SO_2 are recorded by monitoring stations located in a relatively narrow crescent centered on the bayshore of northern Contra Costa County, where the major sources are located. Bay Area seasonal maximums rarely exceed 50 percent of the standard, and SO_2 levels at most Bay Area monitoring stations are less than 10 percent of the standard. The SO_2 standard is currently being met throughout the San Francisco Bay Area Air Basin.

Sensitive Receptors

"Sensitive receptors" is a term given to those members of the population that are most sensitive to the adverse health effects of air pollution. The term sensitive receptors refers to specific population groups as well as their associated land uses. The following land uses are considered to be locations of sensitive receptors: residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics.

Impacts and Mitigation Measures

Standards of Significance

Project-related air quality impacts are considered significant if the project would:

- Cause construction-related emissions and fail to implement feasible control mitigation measures for construction emissions shown in Table 2 of the BAAQMD CEQA Guidelines;
- Cause operational impacts from combined stationary and mobile source emissions to exceed the BAAQMD threshold of more than 80 pounds per day of ROG, NOx, or PM_{10}.

- Exceed the following State or federal standards for CO levels at intersections: 20 ppm (1 hour), or 9 ppm (8 hours);
- Substantially contribute to an existing or projected air quality violation;
- Affect the attainment of the federal or State ambient air quality standards by either violating or contributing to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in a cumulatively considerable net increase of any nonattainment pollutant.

Project Evaluation

In the following analysis, mobile and stationary source emissions of reactive organic gases, nitrogen oxides, particulate matter, and carbon monoxide were estimated using the CARB's URBEMIS 2001 computer model assuming that the General Plan Buildout Scenario or the Alternative Mixed Use Buildout Scenario would be completed by 2015 (the Alternative Mixed Use Buildout Scenario is discussed further in Section 6, Alternatives). Stationary source emissions were analyzed with the assumption that new homes would be built with EPA-certified woodstoves or fireplace inserts, or natural-gas fireplaces as opposed to traditional woodburning fireplaces. Mobile source emissions estimates rely on vehicle trip generation rates derived from factors published by the Institute of Transportation Engineers (ITE) and project-specific vehicle turning movements summarized in Section 3.4, *Traffic and Circulation*. This analysis pertains to two possible project scenarios to be constructed within the project area, including the General Plan Buildout Scenario or the Alternative Mixed Use Buildout Scenario to be constructed within the 11.5 acre project area.

Impact 3.13-1

Construction activities associated with the Transit Oriented-Redevelopment project could cause emissions of dust or contaminants from equipment exhaust that could contribute to existing air quality violations or expose sensitive receptors to pollutant concentrations. This would be a temporary but potentially significant impact. (PS)

Foreseeable demolition and construction activities would occur during site preparation, grading, placement of utilities and other infrastructure, placement of foundations for structures, and fabrication of structures. Demolition and construction activities would require the use of heavy trucks, excavating and grading equipment, concrete breakers, concrete mixers, and other mobile and stationary construction equipment. Emissions during construction would be caused by material handling, traffic on unpaved or unimproved surfaces, use of paving materials and architectural coatings, exhaust from construction worker vehicle trips, and exhaust from diesel-powered construction equipment.

Heavy construction activity on dry soil exposed during construction phases could cause emissions of dust (usually monitored as PM_{10}) which could be annoying to persons near the construction area or otherwise unhealthy. Reactive organic compounds, nitrogen oxides, carbon monoxide, and additional particulate matter emissions also would be created from the combustion of diesel fuel by heavy equipment and construction worker vehicles. Throughout the construction phases, construction and demolition-related emissions would vary day to day depending on the specific construction phase at the time. When

considered in the context of long-term project operations, demolition and construction-related emissions would be short-term and temporary, but these activities still can cause significant effects on local air quality.

The BAAQMD has developed an analytical approach that obviates the need to quantitatively estimate construction emissions. Demolition activities that could have the potential to encounter asbestos-containing material would be required to comply with BAAQMD Regulation 11, Rule 2 for the control of emissions. Emissions of carbon monoxide and ozone precursors (ROG and NOx) from exhaust and other construction activities are included by the BAAQMD in the emission inventory that is the basis for regional air quality planning, and the BAAQMD does not consider these emissions to impede attainment or maintenance of ambient air quality standards. These regulatory programs minimize the potential effects related to asbestos handling and emissions from equipment exhaust.

To minimize dust emissions, the BAAQMD has identified a set of feasible PM_{10} control measures for all construction activities in the air basin. Implementation of the BAAQMD-recommended measures would reduce the impacts caused by construction dust to less than significant level.

Mitigation Measure 3.13-1(a) would implement the BAAQMD measures. With the following mitigation measures, Impact 3.13-1 would be reduced to a less than significant level.

Mitigation Measure 3.13-1(a)

Implement recommended dust control measures. To reduce particulate matter emissions during project demolition and construction phases, construction contractors should comply with the dust control strategies developed by the BAAQMD. The project developers should include in construction contracts the following requirements or measures shown to be effective. (LS)

Basic Control Measures:

- Cover all truck hauling construction and demolition debris from the site;
- Water all exposed or disturbed soil surfaces at least twice daily;
- Use watering to control dust generation during demolition of structures or break-up of pavement;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas;
- Sweep daily (with water sweepers) all paved parking areas and staging areas during the earthwork phases of construction;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;

Enhanced Control Measures:

- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;

- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible.

Mitigation Measure 3.13-1(b)

Designate a dust control coordinator. To facilitate the control of dust during demolition and construction phases, the project developers should include a dust control coordinator in construction contracts. Construction sites should have posted in a conspicuous location the name and phone number of a designated construction dust control coordinator who can respond to complaints by suspending dust-producing activities or providing additional personnel or equipment for dust control. (LS)

Mitigates:	Impact 3.13-1 (LS)
Implementation:	During demolition and construction. Include details of mitigation measure in the construction specifications.
Responsibility:	Project developers and construction contractors.
Monitoring:	City of Santa Rosa.

Impact 3.13-2

New stationary and mobile sources of air pollutants resulting from the Transit-Oriented Redevelopment project would cause emissions of ROG, NO_x, and PM_{10}, but would not contribute substantially to an existing or projected air quality violation or be inconsistent with regional air quality plans to achieve attainment. This would be a less than significant impact. (LS)

Development of the project area would lead to an increase in the number of vehicles and vehicle trips in and around the project area; as such, associated emissions would increase. However, as indicated in Table 3.13-2, individual project operational emissions such as heating and cooling and vehicle source emissions associated with the project would not exceed adopted thresholds and would not contribute to an existing air quality problem. Criteria air pollutants are expected to be approximately 64.32 pounds/day of ROG, 41.88 pounds/day of NO_x, and 43.13 pounds/day of PM_{10}, all less than the BAAQMD threshold of 80 pounds/day. Therefore, emissions of ROG, NO_x, and PM_{10} associated with project operation are considered less than significant.

Mitigation Measure 3.13-2

No mitigation measure is specifically required. (LS)

None of the activities associated with site development would have the potential to expose nearby sensitive receptors (residences) to objectionable odors. Site development would consist of a mixture of residential, general office, and specialty retail land uses. These operations are not known to emit substantial objectionable odors that would impact sensitive receptors or sensitive land uses. In addition, the proposed development and the surrounding land uses would not have any operations that would emit TACs that future residents may be exposed to.

Table 3.13-2
Summary of Regional Emissions
Transit Oriented Redevelopment Project
General Plan Buildout Scenario – Year 2015

Operational Activity	ROG (lb/day)	NO_x (lb/day)	PM_{10} (lb/day)
Townhomes/Condominiums	24.96	16.66	18.09
General Office	10.46	6.93	7.24
Specialty Retail	28.89	18.29	17.80
Total Operational Emissions	**64.31**	**41.88**	**43.13**
Significance Threshold	80	80	80

Source: EIP Associates, 2003.

Notes:
Estimates are results of modeling using the California Air Resources Board's URBEMIS 2001.

Impact 3.13-3

Site development including cumulative development would create increased congestion at intersections in the project vicinity with the addition of new trips generated by the increased population. This traffic would increase concentrations of carbon monoxide around the intersections, but would not exceed ambient air quality standards. As such, projected increases in localized CO concentrations would be less than significant. (LS)

Because project-related traffic would affect intersections currently operating at Level of Service (LOS) D, E, or F, project traffic would have the potential to generate emissions of CO that could adversely affect localized air quality. Carbon monoxide build-up could occur around congested intersections. The *BAAQMD CEQA Guidelines* specifies that localized CO concentrations should be analyzed at intersections impacted by project traffic operating at LOS D, E, and F.[1] For this analysis, the CALINE4 program and the CO Protocol from the Institute of Transportation Studies was used to evaluate "worst-case" air quality conditions at five of the most heavily affected and worst-performing intersections.[2,3] Emission factors were recommended by the BAAQMD CEQA Guidelines.[4] For the model, receptors are located at 25, 50, and 100 feet from the center of the intersection and a stable atmospheric environment is assumed where dispersion of CO in the vicinity of the intersection would be minimal.

The transportation analysis in Section 3.4 of this EIR shows that many intersections along Third Street and Sixth Street operate at LOS D or worse during either the AM or the PM peak hours under both existing and future plus project (2003 and 2015) conditions with cumulative development. The three intersections selected for analysis of CO impacts were chosen based on a combination of their likelihood to either operate at LOS D or worse with site development, carry a notable increase in traffic caused by site development, or be located next to an air quality sensitive or residential land use.

Tables 3.13-3 and 3.13-4 show the modeled CO concentrations for each of the intersections considered in this analysis. The CO concentrations resulting from existing conditions and future (2015) cumulative plus project conditions under buildout would not exceed either State or federal ambient air quality standards.

Measures not related to site development would cause further reductions of these concentrations as statewide emission control programs for motor vehicles continue to reduce ROG, NO_x, and CO emissions in the future. These reductions are shown in the tables below for conditions in year 2015. Because the localized CO concentrations around these congested intersections would not violate the standards, CO impacts at the study intersections would not be significant.

Mitigation Measure 3.13-3

No mitigation measure is specifically required for the Transit-Oriented Redevelopment project. (LS)

Table 3.13-3
Localized 1-hour CO Concentrations at Selected Intersections
Years 2003 and 2015

	1-Hour Total CO Concentrations (ppm)[1]		
Location	**1-hr Standard[2]**	**Year 2003 Existing**	**Year 2015 Future plus Project**
3rd Street/Dutton Avenue	20 ppm	6.5	5.6
3rd Street/Wilson Street	20 ppm	5.7	4.9
6th Street/Morgan Street	20 ppm	4.6	4.1

Source: EIP Associates, 2003.

Notes:

1. Total concentrations are based on CALINE4 output including background ambient 1-hour CO concentrations of 3.2 ppm for year 2003.
2. The State one-hour standard is 20 ppm; the federal standard is 35 ppm. The more stringent standard is reflected in the table.

Table 3.13-4
Localized 8-hour CO Concentrations at Selected Intersections
Years 2003 and 2015

	8-Hour Total CO Concentrations (ppm)[1]		
Location	**1-hr Standard[2]**	**Year 2003 Existing**	**Year 2015 Future plus Project**
3rd Street/Dutton Avenue	9 ppm	4.5	3.9
3rd Street/Wilson Street	9 ppm	3.9.	3.4
6th Street/Morgan Street	9 ppm	3.2	2.9

Source: EIP Associates, 2003.

Notes:

1. Total concentrations are based on CALINE4 output including background ambient 8-hour CO concentrations of 2.2 ppm for year 2003.
2. The State and federal eight-hour standard is 9 ppm.

Endnotes — Air Quality

1 BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April 1996, p.15.

2 CALINE4 - A Dispersion model for Predicting Air Pollutant Concentrations Near Roadways. California Department of Transportation, Division of New Technology and Research, June 1989.

3 Transportation Project-Level Carbon Monoxide Protocol. Institute of Transportation Studies, University of California, Davis, Revised December 1997.

4 BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April 1996, revised 1999, Table 10, p. 35.

3.14 NOISE

Introduction

This Noise section describes existing noise conditions in the vicinity of the Transit-Oriented Redevelopment project site and the results of an environmental noise assessment conducted for the project. The analysis provides a discussion of applicable noise policies and standards, results of ambient noise measurements conducted within the project area, an evaluation of site development compatibility with surrounding noise conditions and adjacent noise sensitive land uses, and potential noise impacts resulting from site development.

Setting

Fundamentals of Noise

The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the air pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale is commonly used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides the adjustment that most closely matches the sensitivity of the human ear. Table 3.14-1 lists noise levels and common thresholds of response for some common noise sources.

Since community noise does not remain static through a typical day, various noise metrics are commonly used to recognize that noise effects on people largely depend on the total acoustical energy of the noise, as well as the time of day when the noise occurs. The equivalent sound level (L_{eq}) is the average acoustic energy content of noise for a stated period of time, typically one hour, $L_{eq}(h)$. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The day-night average noise level (L_{dn}) is a 24-hour average L_{eq} with an additional 10 dBA "penalty" added to noise that occurs between 10 p.m. and 7 a.m. to account for the time period when people are more sensitive to noise. The Community Equivalent Noise Level (CNEL) is a 24-hour average noise level similar to the L_{dn}, with an additional 5 dBA penalty for events occurring between 7 p.m. and 10 p.m. The terms are summarized below.

- L_{eq} is the average A-weighted noise level that generates the same total acoustical energy as a time varying noise during the same time period.
- L_{dn} is a 24-hour day-night measurement with penalty of 10 dBA added to noise generated between 10:00 pm and 7:00 am.
- The Community Noise Equivalent Level (CNEL) adds a 5 dBA "penalty" for the evening hours between 7:00 pm and 10:00 pm, in addition to the 10 dBA penalty for the L_{dn}.

Table 3.14-1
Typical A-Weighted Noise Levels for Sources

Response – Source	Approximate L_{eq},50 ft from Source (dBA)	Response Threshold (dBA)
Pain Threshold		130
Arena Concert	110	
Freight Train Locomotive Whistle	105	
Very Loud		100
Pile Driver	100	
Rock Drill	98	
Concrete Mixers	85	
Traffic: 250 heavy trucks per hour, 55 mph	78	
Pumps and Generators	78	
Traffic: 2000 automobiles per hour, 55 mph	72	
City Bus (Idling)	72	
Moderately Loud		70
Traffic: 100 automobiles per hour, 40 mph	65	
Air Conditioner	62	
Quiet		40

Prepared by: EIP Associates.

Peak noise levels during any time period can be characterized with statistical terms.

- L_{10} is the noise level exceeded 10 percent of the time.
- L_{50} is the noise level that is exceeded half of the time.
- L_{max} is the peak noise level occurring anytime.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also help intensify or reduce the noise level at any given location. Noise from a single piece of equipment is typically reduced by approximately 6 dB for every doubling of distance from the source, and noise from a roadway or highway (a line of source) is typically reduced by approximately 3 dB for each doubling of distance. Noise levels are also reduced by intervening obstructions—generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dB.

Community noise can interfere with sleep, communication, recreation, tasks demanding concentration, and, in extreme cases, it can lead to hearing loss. Public annoyance increases when environmental noise interferes with human activities or contributes to stress. Land use planning policies intend to prevent exposure to excessive community noise levels. In general, a difference of more than 5 dBA is a perceptible change in environmental noise.

Regulatory Background

State of California

California encourages each local government to perform noise studies and implement a noise element as part of its general plan. The Office of Noise Control at the California Department of Health Services published guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The concepts of these guidelines for land use compatibility are incorporated in the Noise and Safety Element of the Santa Rosa General Plan (see Figure 3.14-1).

Interior noise levels for new multi-family residential units or dwellings are protected by Title 24 of the California Code of Regulations. Prior to construction, where the existing L_{dn} exceeds 60 dBA, these standards require performing site-specific acoustical studies. The acoustical studies are used to establish building design and insulation requirements that will reduce the exterior noise to a maximum interior noise level of 45 dBA L_{dn}. The U.S. Department of Housing and Urban Development (HUD) specifies an L_{dn} of 45 as its goal for interior noise in residential units built with HUD funding. Standard residential construction for single-family units typically attenuates noise by 20 decibels.

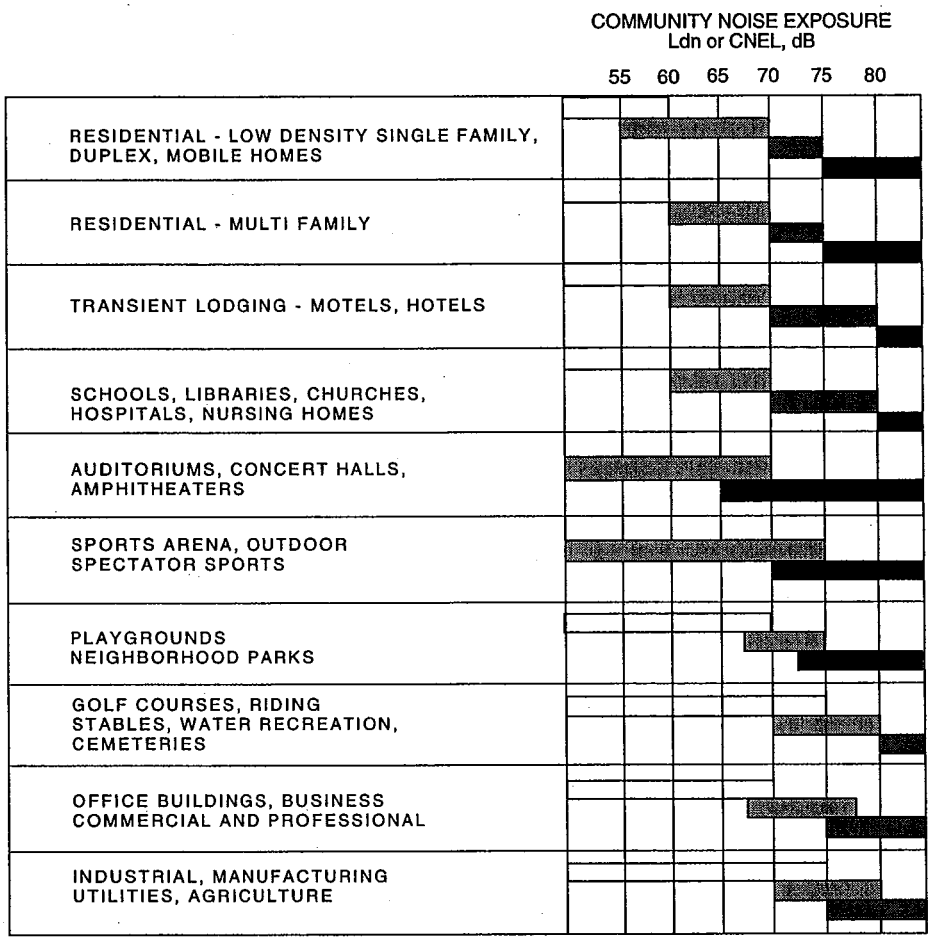
City of Santa Rosa

The Noise and Safety Element of the Santa Rosa General Plan outlines the policies, programs, and guidelines the City follows to control noise. Applicable noise goals and policies of the General Plan are as indicated and discussed in Section 3.1 of this EIR, *Relationship to Plans and Planning Policy*.

The City of Santa Rosa also maintains a Noise Ordinance. The noise ordinance restricts sources that create loud, unnecessary or unusual noise and noise that disturbs neighboring land uses. Amplified sound systems, machinery, equipment, vehicles, and leaf blowers are some of the sources specifically regulated by the ordinance.

Existing Noise Sources

Motor vehicle traffic is the most prevalent noise source contributing to the existing urban noise environment. The project area is exposed to traffic background noise from U.S. Highway 101, State Highway 12 and West 3rd Street. West 3rd Street serves as a major arterial roadway for the project area. U.S. Highway 101, east of the project area, and State Highway 12, south of the project area, are the greatest noise sources because of the volume of traffic. This is because U.S. Highway 101 is located about 800 feet east of the project site and State Highway 12 is located about 600 feet south of the project site. Noise from aircraft over-flights contributes to existing noise conditions in the project area but not substantially. The Northwestern Pacific Railroad right-of-way, which borders the eastern portion of the project area, is not currently in use.



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice,

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

SOURCE: California Department of Health, Office of Noise Control, Guidelines for the Preparation and Content of Noise Elements of the General Plan, 1990.

TRANSIT-ORIENTED REDEVELOPMENT PROJECT

FIGURE 3.14-1: LAND USE COMPATIBILITY STANDARDS

Existing Noise Levels

Existing noise levels for five roadway segments in the project area were estimated based on updated traffic data prepared for this EIR. The existing noise levels were modeled through the use of the Federal Highway Administration's highway traffic noise model (FHWA-RD-77-108), which is implemented in the Caltrans SOUND32 model. The loudest existing noise levels are along West 3rd Street between Dutton Avenue and Davis Street. West 3rd Street is a major arterial road adjacent to the south side of the project area. Based on the modeled results with the updated traffic information, the existing noise levels for these roadways range from 60.3 to 63.0 dBA L_{dn} at a distance of 100 feet from the road centerline. The L_{dn} levels within about 100 feet of the centerline are above 60 dBA. The quietest street in the area is 6th Street between Wilson Street and Davis Street north of the project area. For this roadway segment, existing noise levels are approximately 49.1 dBA L_{dn} within approximately 100 feet of the centerline. The existing conditions for five roadway segments are shown in Table 3.14-2.

Table 3.14-2
Summary of Existing Noise Levels (L_{dn})

	Road Segment @ Cross-street	L_{dn} at 100 ft (dBA)	Distance to 70 dBA Contour (ft)	Distance to 65 dBA Contour (ft)	Distance to 60 dBA Contour (ft)
1	3rd Street @ Dutton Avenue	60.3	--	--	108
2	3rd Street @ Wilson Street	62.2	--	53	167
3	3rd Street @ Davis Street	63.0	--	64	203
4	6th Street @ Davis Street	49.1	--	--	--
5	6th Street @ Wilson Street	52.2	--	--	--

Source: EIP Associates, 2003.

Notes: Noise contours are projected assuming flat and unobstructed terrain between the road and the noise receiver. Intervening structures, vegetation, and terrain would help to attenuate noise levels and reduce the levels and distances shown in this table.

In addition, peak AM and PM noise measurements were taken at three locations within the project area on November 6, 2003, for the purpose of obtaining existing ambient noise values. The three locations included:

1) the northern portion of the project area along West 6th Street near the residence of 45 West 6th street and approximately 30 feet north of the centerline of West 6th Street;

2) the southeastern portion of the project area along West 3rd Street adjacent to the Northwestern Pacific Railroad line and approximately 50 feet north of the centerline of West 3rd Street; and

3) west of the project area in the residential neighborhood along Pierson Street near the residence of 9 Pierson Street and approximately 25 feet west of the centerline of Pierson Street.

Measurements were conducted for 15-minute periods at each location to obtain L_{eq} values. The project area is located in a setting where ambient noise levels range from 63.5 to 74.4 dBA during peak AM hours and 61.3 to 75.9 dBA during peak PM hours. This is above the recommended 60 dBA for residential land uses as stated in the Noise and Safety Element of the Santa Rosa General Plan. However, the traffic noise model indicated that noise levels for the project area are within the conditionally acceptable range between 60 dBA to 70 dBA for residential-multifamily land uses as shown in Table 3.14-2.

Impacts and Mitigation Measures

Standards of Significance

The City of Santa Rosa, State, and federal noise ordinances, policies, and statutes were evaluated to produce the following standards of significance. Noise impacts are considered significant if site development would:

- Cause noise from construction or demolition activity at occupied residential areas that would be annoying to residents.
- Result in traffic noise increases of 5 dBA or more in existing residential and multi-residential areas even though the existing noise levels are over 60 dBA L_{dn}.
- Cause proposed sensitive (residential) land uses to be located in an area where noise levels would exceed the maximum noise levels for land use as indicated in the Santa Rosa General Plan Noise Element (shown in Figure 3.14-1).

Methodology

Noise impacts from site development would be expected to result from a temporary increase in noise during construction activities and increases in traffic noise on adjacent roadways during site operation. Quantitative and qualitative analyses were performed to evaluate the effects of the various noise sources.

Construction Noise

Estimation of the noise levels that would occur adjacent to a construction site is difficult due to the variations and changes in the number and type of construction equipment used over time. However, construction noise levels from heavy duty mobile and stationary construction equipment emissions can be estimated with the assistance of the highway construction noise computer model HICNOM,[1] and are shown in Table 3.14-3. HICNOM is a Federal Highway Administration sponsored model. The program models sources as points, lines or areas and includes noise barrier attenuation routines.

Traffic Noise

Noise modeling procedures for this project involved the calculation of existing and future vehicular noise levels along individual roadway segments in the project site vicinity. This task was accomplished using Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the

Table 3.14-3
Average Noise Levels and Abatement Potential of Construction Equipment Noise at 50 and 100 ft. (in dba)

Equipment	Noise Level at 50 Ft. (Before Mitigation)	With Feasible Noise Control (After Mitigation)	Noise Level at 100 Ft. (Before Mitigation)	With Feasible Noise Control[/a/] (After Mitigation)
Earthmoving				
Front Loaders	79	75	73	69
Backhoes	85	75	79	69
Dozers	80	75	74	69
Tractors	80	75	74	69
Scrapers	88	80	82	74
Graders	85	75	79	69
Trucks	91	75	85	69
Pavers	89	80	83	74
Materials Handling				
Concrete Mixer	85	75	79	69
Concrete Pump	82	75	76	69
Crane	83	75	77	69
Derrick	88	75	82	69
Stationary				
Pumps	76	75	70	69
Generator	78	75	72	69
Compressors	81	75	75	69
Impact[/b/]				
Pile Drivers	101	95	95	89
Rock Drills	98	80	92	74
Jack Hammers	88	75	82	69
Pneumatic Tools	86	80	80	74
Other				
Saws	78	75	72	69
Vibrators	76	75	70	69

Notes:

/a/ Estimated levels obtainable by selecting quieter procedures or machines and implementing noise-control features requiring no major redesign or extreme cost.

/b/ Pile-driving and rock-drilling are not proposed as part of the project.

Source: U.S. Environmental Protection Agency. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 1971.*

FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. Traffic volumes utilized as data inputs in the noise prediction model were provided through the traffic analysis prepared for this EIR (see Section 3.3, *Traffic and Circulation*).

Project Evaluation

This analysis pertains to two project scenarios to be constructed within the Railroad Square Historic District project area, including the General Plan Buildout Scenario and the Alternative Mixed Use Buildout Scenario to be constructed within the 11.5 acre project area (additional information regarding the Alternative Mixed Use Buildout Scenario is contained in Section 6, *Alternatives*).

Impact 3.14-1

Demolition and construction activities associated with the Transit-Oriented Redevelopment project would cause temporary noise increases in the project area vicinity, which could annoy area residents and/or workers. This would be a potentially significant short-term impact. (PS)

Construction activities would temporarily increase noise levels in and around the project site. Demolition and construction would have the potential for disturbing existing residents. Earthmoving, materials handling, stationary and impact equipment, and vehicles would generate noise during demolition, clearing, excavation, grading, roadway and utility construction operations associated with site development (see Table 3.14-3).

Actual noise levels experienced by residents would be generated by different types of equipment. Since at this time, the number, type, and location of equipment to be used during project construction is not known, it is not possible to accurately predict the noise level for nearby residents or businesses. However, based on noise analyses conducted previously, noise level estimates were made assuming one tractor, one grader, one loader, one backhoe and one truck all operating at the same time without feasible noise control and within an area of 28,600 square feet. The model HICNOM was used in the area source mode and noise levels were calculated for four locations: 10, 50, 100 and 500 feet from the construction area. Calculated worst-case temporary noise levels of 90 dBA could be expected for receptors 10 feet from the construction area, 86 dBA for receptors 50 feet from the construction area, 83 dBA for receptors 100 feet from the construction area, and of 72 dBA for receptors 500 feet from the construction area. This is assuming that there is a direct line-of-sight between the noise sources and the exterior receptor. Noise levels for receptors inside buildings with the windows closed would be 15 to 20 dBA less.

Mitigation Measure 3.14-1

a) To minimize construction noise impacts of nearby residents and businesses, limit construction hours to between 7:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on weekends. Any work outside of these hours should require a special permit from the City of Santa Rosa. There should be compelling reasons for permitting construction outside of these designated hours.

b) Construction equipment should be properly outfitted and maintained with noise reduction devices to minimize construction-generated noise.

c) The contractor should locate stationary noise sources away from residents and developed areas, and require the use of acoustic shielding with such equipment when feasible and appropriate.

Noise level estimates were also made assuming the same construction vehicles within the same 28,600 square foot area with feasible noise controls. Noise levels were calculated for the same points. Calculated worst-case temporary noise levels of 79 dBA could be expected for receptors 10 feet from the construction area, 75 dBA for receptors 50 feet from the construction area, 72 dBA for receptors 100 feet from the construction area, and 61 dBA for receptors 500 feet from the construction area. This represents an 11 dBA decrease with feasible noise controls in place (engine mufflers, paneling). Implementation of this mitigation measure would be expected to reduce the short-term Impact 3.14-1 to a less than significant level. (LS)

Mitigates:	Impact 3.14-1 (LS)
Implementation:	During construction. Include details of mitigation measures in the construction specifications.
Responsibility:	Project developer and construction contractor
Monitoring:	City of Santa Rosa.

Impact 3.14-2

Project area redevelopment coupled with cumulative development would lead to a minor, less than significant, permanent increase in ambient traffic noise levels within in the Railroad Square Historic District. This would be a less than significant impact. (LS)

Based on the vehicle traffic noise model, the cumulative plus project noise levels would range from 53.8 to 63.3 dBA at 100 feet from roadway centerlines. The project would only increase existing vehicle traffic noise by up to a maximum of 4.7 dBA at 100 feet from the roadway centerlines under cumulative plus project development.

A significant impact to ambient noise levels is considered to be an increase of 5 dBA or more. Therefore, site development would not be expected to create a significant increase in ambient noise levels in the vicinity of the project area. Table 3.14-4 presents the existing (2003) and cumulative plus project traffic noise levels (2015).

Mitigation Measure 3.14-2

No mitigation measure is specifically required.

Table 3.14-4
Summary of Existing – Cumulative Plus Project Noise Levels (L_{dn})

	Road Segment @ Cross Street	Existing L_{dn} at 100 ft (dBA)	Cumulative Plus Project L_{dn} at 100 ft (dBA)	Difference in dBA (+/-)	Distance to 60 dBA Contour (ft)
1	3rd Street @ Dutton Avenue	60.3	61.7	1.4	150
2	3rd Street @ Wilson Street	62.2	62.6	0.4	183
3	3rd Street @ Davis Street	63.0	63.3	0.3	217
4	6th Street @ Davis Street	49.1	53.8	4.7	--
5	6th Street @ Wilson Street	52.2	55.1	2.9	33

Source: EIP Associates, 2003.

Impact 3.14-3

Possible future transit use of the Northwestern Pacific Railroad right-of-way could increase noise levels within the project area. This increase in noise would not be a result of site redevelopment. However, future residents located in the eastern portion of the project area would be exposed to the increase in noise as a result of being located next to the railroad right-of-way. Rail transit vehicle noise could result in disturbances to these residents and the impact is therefore considered potentially significant. (PS)

In the future, the Northwestern Pacific Railroad corridor could be used by transit vehicles, with the possibility of evening and nighttime operations. Although at this time there is no heavy railroad use on the tracks and no immediate plans for the railroad corridor for transit and/or commuter use, there is the potential for noise impacts with respect to existing as well as future land uses located adjacent to the railroad right-of-way. Because there is no specific plan for the railroad corridor at this time it is not possible to predict noise levels for the adjacent land uses. However, according to a noise screening procedure recommended by the Federal Transit Administration, a noise assessment should be prepared if noise-sensitive land uses have an unobstructed line-of-sight within 750 feet of a commuter rail mainline or within 375 feet with intervening buildings. Noise levels from twenty trains per day were estimated in the 1994 Southwest Area Plan EIR. The 60 dBA Ldn contour could be approximately 300 feet from the tracks, and the 65 dBA Ldn contour could be approximately 150 feet from the tracks. The east portion of the project site would be within the 65 dBA Ldn (and potentially greater) noise contour. This is considered to be a potentially significant impact. (PS)

Mitigation Measure 3.14-3

Consistent with the Santa Rosa General Plan Land Use Compatibility Standards for Community Noise Environment (Figure 3.14-1), noise insulation features (double-glazed windows, sound rated doors, etc.) should be included within any buildings to be located within about 150-feet of the railroad tracks to keep interior noise levels reduced to 45 dBA L_{dn} in accordance with Title 24 regulations. Alternatively, sound walls, earth berms or setbacks may be utilized to achieve reduced noise levels as called for in the Santa Rosa General Plan Noise Element. Implementation of this mitigation measure would reduce Impact 3.14-3 to a less than significant level. (LS)

Mitigates:	Impact 3.14-3 (LS)
Implementation:	Include in construction plans and specifications prior to approval of final project plans and issuance of building permits.
Responsibility:	Project developer.
Monitoring:	City of Santa Rosa.

Impact 3.14-4

Redevelopment of the project site could expose future residents to existing and future noise levels in excess of 60 dBA L_{dn} emanating from traffic noise on U.S. Highway 101, State Highway 12 and West 3rd Street. This would be a potentially significant impact. (PS)

As mentioned above, the cumulative plus project peak hour noise levels would range from 53.8 to 63.3 dBA at 100 feet from roadway centerlines. Future residents located within 100 feet the West 3rd Street centerline would be exposed to normally unacceptable noise levels (above 60 dBA), as specified in the Santa Rosa General Plan Noise and Safety Element.

Based on cumulative plus project traffic noise estimates, future residential development located adjacent to West 3rd Street would require a 225-foot setback distance from the centerline of the road without mitigation measures such as sound walls and/or earth berms. This distance would create the necessary buffer for traffic noise levels received by residential land uses and would be within the normally acceptable noise levels for residential development.

Mitigation Measure 3.14-4

Residential developers should provide adequate setbacks between West 3rd Street and new residential units located near the roadway to maintain non-intrusive sound levels (i.e., 60 dBA L_{dn} outdoors) in residential outdoor and indoor spaces, or provide interior acoustical attenuation. Setbacks, and in other cases sound walls and/or earth berms in lieu of setbacks acceptable to the City of Santa Rosa should be investigated and implemented on a case-by-case basis by developers as the project area develops, or the appropriate interior acoustical attenuation provided (double paned windows, insulation). Without sound walls or berms, a 225-foot setback would be required from West 3rd Street.

The exact configuration and height of the sound walls or berms would depend on the characteristics of the proposed developments (the height of the residences - if they would have one or two stories), and the distance of building setback as determined during plan development.

As noted earlier, interior noise levels for new multi-family residential units or dwellings are protected by Title 24 of the California Code of Regulations. Prior to construction, where the existing L_{dn} exceeds 60 dBA, these standards require performing site-specific acoustical studies. Therefore, implementation of any of the above mentioned mitigation measures would reduce Impact 3.14-4 to a less than significant level. (LS)

Mitigates:	Impact 3.11-4 (LS)
Implementation:	Include noise mitigation devices (setbacks, sound walls, earth berms either individually or in combination) or interior acoustical designs to reduce the noise received from adjacent roadways by future on-site residential units (such materials and designs would conform to the requirement of the California Noise Insulation Standards - CCR Part 2, Title 24), in plan development and construction documents.
Responsibility:	Project developers.
Monitoring:	City of Santa Rosa.

Endnote — Noise

[1] Bowlby, W. and Cohn, L., *Simplified Procedure for Developing Railroad Noise Exposure Contours,* 1975, State of California, Berkeley, California.

Section 4
Growth Inducement

GROWTH INDUCEMENT

Introduction

Section 15126.2(d) of the *CEQA Guidelines* requires the following review of growth inducement in an EIR:

> "Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."[1]

In summary, CEQA requires a discussion of how a project could increase population, employment, or housing growth in surrounding areas and the impacts resulting from this growth. CEQA Guidelines indicate that a project would normally have a significant effect on the environment if it would induce substantial growth or a substantial concentration of population. This section of the EIR discusses the manner in which the Transit-Oriented Redevelopment project could affect such growth.

Growth Inducement

Growth Defined

When CEQA refers to *induced growth*, CEQA means *all growth – direct* or *indirect*. Growth can be induced in a number of ways, including increases in population, employment, and housing, through the elimination of obstacles to growth, or through the stimulation of economic activity within a region.

Direct growth occurs on a project site and within the facilities to be constructed such as a housing development that would contain an increase in population or commercial facility that would attract shoppers from other locations. Indirect growth occurs beyond the project site but is stimulated by a proposed project's direct growth. Such growth is tied to increased direct and indirect investment and spending by residents, employees and businesses. Indirect growth stems from the "induced" employment generated by the economic activity resulting from a project. Indirect employment is generated by a direct increase in economic activity. It is due to the increases in spending that would

occur on the part of the businesses, employees, and employee households related to an increase in direct economic activity. It is also due to the additional spending that would occur on the part of suppliers of the goods and services demanded by the projects' direct economic activity (primary and secondary households, businesses and employees). Production, employment, and households would increase with each new round of spending, but at a decreasing rate with each additional round. Indirect growth could have the potential for environmental impacts, but would not automatically create environmental impacts in and of itself.

The Transit-Oriented Redevelopment project encompassing an area of 11.5 acres under General Plan buildout as addressed in this EIR would accommodate up to 280 residential units and up to 230,000 gross square feet of commercial space. The project site would thus accommodate a resident population of about 720 persons or 0.0037 percent of the projected 2020 City population which would not be a significant population increase. Also, the project site at buildout would accommodate up to about 767 workers on a daily basis, the actual number of which would be dependent on the types and mix of businesses that might operate there as the site is developed (see Section 3.3 of this EIR, *Population, Employment and Housing* for additional information).

Project Construction

Project construction would generate jobs in the construction, materials fabrication and supply industries up until the time of construction completion. The provision of construction jobs would create an indirect demand for local goods and services. Expenditures for construction and by construction workers would indirectly stimulate employment and sales in the City of Santa Rosa and Sonoma County during the construction period. It is not expected that appreciable numbers of people would establish primary residence in Santa Rosa or that new business would be created as a result of project construction activities. Given the relatively standard nature of the construction work, and the relatively limited extent of construction as compared to the overall extent of construction activity within the regional economy as a whole, project construction would be expected to employ construction workers already living and working in the Bay Area. As with all economic activity, some of the demand for products and services would be met by firms outside of the local economy. However, in view of the above no significant labor pool from outside the Bay Area would be expected to temporarily or permanently relocate or commute long distances as a result of the Transit-Oriented Redevelopment project.

Infrastructure and Planning for Growth

To the extent project residents would relocate from areas outside the City, the project site resident population would represent about 3.3 percent of the total population growth in Santa Rosa of about 22,000 persons by the year 2015 [2] and would incrementally contribute to stimulating the local economy through increased direct and indirect investment and spending.

New residents and businesses would result in an increased cumulative demand for the provision of utility and public services in the project area. The analysis of impacts of implementing the Transit-Oriented Redevelopment project and its development components finds that the project would

contribute to cumulative demands on the water supply, wastewater treatment, solid waste disposal, energy and communications, police and fire protection, and recreational and school facilities. It was noted that utility and public service capacities either exist or would need to be augmented to accommodate the increased residential population of the project (see Sections 3.6 and 3.7, *Public Services* and *Utilities*).

Growth in a geographic area may be induced by removing infrastructure barriers through the provision of new infrastructure and/or improving transportation and circulation systems. The growth-inducing potential of the Transit-Oriented Redevelopment project or any of its development components would be significant if the resulting infrastructure improvements required to serve the project area significantly exceeded the capacity to accommodate growth above and beyond what is envisioned under the Santa Rosa General Plan. However, the project site is an infill area within urban downtown Santa Rosa and the extension of sewer, water, energy, road and drainage improvements would be limited to serving the project site as a single entity.

It should be noted that land parcels on the project site that have been without public water and sewer service would have direct access to expanded sewer and water services planned to serve new development, as assisted through the redevelopment program. This in turn could assist in discouraging the potential for urban expansion outside the City's Urban Growth Boundary in non-urbanized areas and the consumption of undeveloped or agriculturally useful land by focusing growth in an existing urban area. Planned redevelopment under the Transit-Oriented Redevelopment project would therefore contribute to reducing the push for suburban growth. Suburban commercial growth characteristically drains economic vitality from established downtown areas creating the need for redevelopment in the first place. Under the Transit-Oriented Redevelopment project, the resulting new residential, commercial and civic development would contribute to bringing in a new resident population and more employment opportunities, as well as increased business sales and revenues to the City's urban core.

General Plan Considerations

A city's General Plan identifies where development may occur and what additional services would be needed to support the growth that is accounted for in the General Plan. The Santa Rosa 2020 General Plan is a plan to accommodate future projected growth and development in the City. General Plan Growth Management Goal GM-B specifically calls for programming infrastructure improvements to keep pace with new residential growth. While the General Plan will accommodate future growth projections, it does not, in and of itself, serve to induce future growth within the City of Santa Rosa beyond what is currently projected. Within this context, agencies that provide public services and utility/infrastructure systems can update their plans to account for growth and ensure that properly sized and located facilities and services exist to adequately serve the community as it grows (see Section 3.7, *Utilities*). Once the limitations of an infrastructure system have been met, inclusive of roads and water supply and transmission systems, growth cannot occur without straining the existing infrastructure system. Roadways and utilities are all essential infrastructure systems that can limit growth if they are not available. However, infrastructure that is not utilized to its full capacity does not necessarily foster or stimulate growth if other obstacles to growth still remain such as adverse

economic conditions or out-migration from existing urban areas. In addition, an area with sufficient roads and/or water supply may still have limitations on growth if that growth would be inconsistent with the General Plan, or if power, sewer or other infrastructure systems are not adequate.

Stated differently, a municipality's General Plan, such as the Santa Rosa 2020 General Plan,[3] identifies the expected future population of the region and the lands that will be allowed to develop. The Transit-Oriented Redevelopment project site is identified on the General Plan Land Use Diagram as *Retail and Business Services* as noted previously, and subject to such development. Once a General Plan is adopted, the allowable growth pattern of an area is identified and the expansion or updating of the various regional infrastructure systems can more specifically be scheduled to maintain adequate services throughout the planning horizon of the General Plan. Without such growth management practices, any expansion of an infrastructure system could be considered growth inducing. Unplanned and uncontrolled growth is generally considered to have significant adverse impacts on the environment. However, if proposed projects such as the Transit-Oriented Redevelopment project are part of an ongoing and coordinated urban redevelopment planning program that anticipates the demands of projected population growth and accompanying land use changes, then the proposed projects can be considered to be growth accommodating rather than growth inducing.

Therefore, the Transit-Oriented Redevelopment project as an urban infill project and infrastructure improvements to be provided as called for under the General Plan is considered growth accommodating and not directly growth inducing. As noted previously, infrastructure would be provided to serve the needs of the project with emphasis on transportation improvements that includes the potential for rail transit under SMART as a regional carrier to serve the project in addition to area-wide development consistent with the goals and policies of the General Plan (see also Section 3.1 *Relationship to Plans and Planning Policy,* for additional information).

Limitations on Growth

Implementation of the Transit-Oriented Redevelopment project as an urban infill project in concert with General Plan goals and policies would advance the objectives of the City to promote and facilitate growth within the Urban Growth Boundary that would minimize the cost and extent of providing infrastructure services by producing a more compact and efficient pattern of development. This in turn would limit the potential for urban sprawl by focusing growth in an urban area and help to slow the rate at which agricultural lands, open space and areas of habitat value outside the Urban Growth Boundary may be converted to urban development.

In accordance with the State CEQA Guidelines, Section 15126.2, this discussion of growth inducement is not intended to be characterized as necessarily beneficial, detrimental, or of little significance to the environment. Consistent implementation of the mitigation measures as identified in this EIR are designed to mitigate the direct effects of that growth on the physical environment.

In conclusion, growth and the rate of growth shapes both the physical and social structure of communities. While the Transit-Oriented Redevelopment project and its development components

would represent a contribution to growth, it would be urban infill growth within the context of the Santa Rosa 2020 General Plan, and would not generate significant growth inducing impacts.

The project would allow continued economic expansion and associated jobs, the provision of housing, and expanded opportunities in commercial development and transportation. Overall, the Transit-Oriented Redevelopment project would appear to contribute to a more integrated downtown, placing residents in closer proximity to a variety of employment, housing and potential transportation opportunities, thus reducing pressures for out-commuting use of the single-occupant automobile. The project would represent a form of infill development, consistent with Smart Growth planning concepts.

Endnotes – Growth Inducement

[1] California Office of Planning and Research, *CEQA – California Environmental Quality Act – Statutes and Guidelines,* as amended December 1, 2001.

[2] Population growth computed for City of Santa Rosa Sphere of Influence (SOI) area. The SOI is the probable ultimate physical boundaries and service area of a city as determined by the Local Agency Formation Commission of the County.

[3] *Santa Rosa 2020: General Plan*, adopted by the Santa Rosa City Council on June 18, 2002.

Section 5
Significant, Unavoidable Adverse Impacts

In accordance with Section 15126.2(b) of the California Environmental Quality Act (CEQA) Guidelines, this section is to set forth those significant adverse environmental impacts that cannot be mitigated to a less than significant level that would result from the Transit-Oriented Redevelopment project as evaluated in this SEIR.

CEQA requires the decision-maker (Lead Agency), to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. Where a decision on a project allows the occurrence of significant effects that are identified in an EIR but are not at least substantially mitigated, the Lead Agency is to state in writing through a Statement of Overriding Considerations the specific reasons to support its action based on the EIR and/or other information in the record. If a Lead Agency makes a Statement of Overriding Considerations, the Statement should be included in the record of the project approval.[1]

For the Transit-Oriented Redevelopment project, most identified significant and/or potentially significant impacts can be mitigated to less than significant levels as indicated in the individual technical sections of this EIR. The significant environmental impacts that would result from the project that cannot be reduced to less than significant levels include the following:

Public Services

Police Protection Services

Development under the Transit-Oriented Redevelopment project would generate an increased demand for police services. Given the limited resources of the Santa Rosa Police Department, this increased demand could adversely affect the Department's ability to provide patrol functions, record and communication functions, and specialized unit functions.

Fire and Emergency Services

Development under the Transit-Oriented Redevelopment project would generate an increased demand for fire and emergency medical services. Given the limited resources of the Santa Rosa Fire Department, this increased demand could adversely affect fire suppression activities, response times to service emergencies, record and communication functions, and specialized unit functions.

Endnotes — Significant, Unavoidable Adverse Impacts

1 14 California Code of Regulations Section 15000, *et seq.*

Section 6
Alternatives

INTRODUCTION

The analysis of alternatives is an important element of an EIR and is necessary to assure that the full range of options is examined, thus providing a complete understanding of the effects of full project implementation, partial project implementation, or no project. This section of the EIR describes alternatives to the Transit-Oriented Redevelopment project and its development components including the No-Project Alternative as required under CEQA.

The purpose of the discussion of alternatives in an EIR is to focus on alternatives which are capable of avoiding or substantially lessening any significant environmental effects of a project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly[1] (see Section 2, *Project Description* for a discussion of project objectives).

The range of alternatives is to include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.[2] Among the factors that may be taken into account when addressing the feasibility of alternatives for inclusion in an EIR are site suitability, economic viability, availability of infrastructure, general plan consistency, or other plans or regulatory limitations, including jurisdictional boundaries.[3] An EIR should include sufficient information about each alternative to allow a meaningful evaluation, analysis and comparison with the project as proposed. Any project approvals could be conditioned on the findings of the alternatives analysis.

As listed in Section 5 of this EIR, *Significant, Unavoidable Adverse Impacts*, the significant and unavoidable adverse impacts associated with the project involve police protection and fire and emergency services. Development under the Transit-Oriented Redevelopment project would generate an increased demand for police protection services and given the limited resources of the Santa Rosa Police Department, this increased demand could adversely affect the Department's ability to provide patrol functions, record and communication functions, and specialized unit functions. Similarly, the project would generate an increased demand for fire and emergency medical services, and given the limited resources of the Santa Rosa Fire Department, this increased demand could adversely affect fire suppression activities, response times to service emergencies, record and communication functions, and specialized unit functions.

All other identified significant and/or potentially significant impacts can be mitigated to less than significant levels as indicated in the individual technical sections of this EIR. This includes mitigating poor traffic service levels at specified intersections as noted previously, providing drainage systems to handle increased surface water flow, protecting and enhancing visual quality and community character, providing protection from potential hazardous materials, offering protection from geologic and seismic hazards, not to the exclusion of other issues discussed previously in this EIR.

The range of alternatives presented in this section of the EIR thus examines differing project development scenarios and intensities while seeking alternative and less involved or costly means of mitigating the identified significant and/or potentially significant impacts to less than significant levels. The Transit-Oriented Redevelopment project alternatives include the following:

- No Project
- Alternative Project Site
- Alternative Buildout Scenarios
  - Alternative Mixed Use Buildout Scenario
  - All Residential Project
  - All Residential + Major Department Store
  - All Residential + Food and Wine Center
- Reduced Density Project
- Environmentally Superior Alternative

6.1 No Project

Under the No Project Alternative, there would be no Transit-Oriented Redevelopment project as proposed at this time. The project site would remain vacant and artifacts and debris scattered throughout the site detracting from appearances in the Railroad Square Railroad depot area and as seen from West 3rd and West 6th Streets and the surrounding area. There would be no change in population, employment and housing characteristics on the project site and no project-related changes in traffic or circulation characteristics in the Railroad Square area. Visual conditions of the site would remain as they are today, and there would be no increased demand on public services resulting from the project, inclusive of adverse demands on police and fire protection and emergency services as noted above. There would be no increased demand on utility service providers, and the completion of hazardous materials cleanup may or may not be completed under the No Project alternative. The existing historic structures would be expected to remain in place for the foreseeable future with no provision for reuse established at this time. There would be no increase in stormwater runoff resulting from development, or improvements to the drainage system in the project area. Existing trees on the site, limited in extent as the are, would remain on the site because there would be no construction, and noise conditions would be expected to remain as they are today until and if the Northwestern Pacific Railroad right-of-way is used for public transit.

Under the No Project alternative, none of the benefits of the project would be realized. For example, there would be no new residential or commercial development to contribute to a new resident population and more employment opportunities, as well as increased business sales and revenues to the City working as a stimulus for the local economy. There would be no increase in jobs to provide more opportunities for persons currently living in the City of Santa Rosa who travel out of the City to work to find employment opportunities in the City. There would be no contribution to a more integrated

downtown, placing residents in closer proximity to a variety of employment opportunities, thus reducing pressures for out-commuting use of the single-occupant automobile.

Under the No Project alternative, there would be no increase in funds resulting from redevelopment to improve and increase the supply of housing for low and moderate income groups within Railroad Square, and no assistance to the City's commitment to providing it's share of affordable housing in Railroad Square. There would be no increase in affordable housing units within the Railroad Square area to benefit local employees who wish to live within Santa Rosa, but who may otherwise seek affordable housing outside the City due to the scarcity or perceived scarcity of affordable units. It is noted that some of the potential commercial uses within the project would be expected to generate a demand for affordable housing; thus the proximity of affordable housing units to any minimum-wage jobs would reduce the potential for a jobs/housing imbalance, with potential secondary benefits related to reductions in potential traffic congestion, air quality and noise impacts. This would not occur under the No Project alternative.

In-fill development of the project site under this alternative would not occur at the present time, and the opportunity to develop the project site consistent with Smart Growth planning concepts would be put off to an unknown point in the future. Without the project, new opportunities in the downtown for the combination of living, working and shopping in a single location without the need for use of the automobile would not occur. There would be no increased attraction of potential transit riders, visitors and the introduction of new residents and business occupants to the Railroad Square District to stimulate the market for commercial and office space. There would be no direct encouragement to use existing historic building stock currently located within the project area.

Without the project, opportunities to take advantage of potential future public transit associated with the Sonoma Marin Area Rail Transit Commission (SMART) right-of-way corridor may be more limited. There would be no opportunity to co-locate a redevelopment project area and a regional transit station under this alternative, for which there would be beneficial or synergistic effects related to reduced private vehicle operation, improvements in air quality, noise, and reduced development pressures on outlying (non-core) areas. The goals and objectives of enhancing the Railroad Square area west of the Northwestern Pacific Railroad right-of-way as expressed in the *Railroad Square Plan* would not be realized at this time.

As mentioned earlier, without the project, the City believes that of the 11.5 acre project site west of the Northwestern Pacific Railroad tracks would remain underutilized and economically stagnant and blighted into the future, and the community would not receive the benefit of the cultural, transit, shopping, employment, housing and recreation opportunities provided by the redevelopment project as proposed. Given the opening for as yet some other currently undefined form of development on the project site and the absence of other definitive proposals for development, the specific environmental impacts that could result from possible future site use as may be envisioned in the future cannot be realistically be determined at this time.

6.2 ALTERNATIVE PROJECT SITE

This alternative focuses on alternative locations for the Transit-Oriented Redevelopment project. The objective is to determine whether any of the significant effects of site development would be avoided or substantially lessened by putting the project in another location.

While other sites within the City of Santa Rosa may be available for a mixed use development such as that envisioned for the project as proposed, it is noted that the project is a redevelopment project with the Railroad Square project site targeted with the objective to assist in enabling the redevelopment and revitalization of a portion of the downtown project area that has remained vacant and underutilized. The project intent is to remove vacant, underutilized parcels in the area and create developable sites in order to stimulate economic activity and assist in specifically revitalizing the project area. In this effort, the City of Santa Rosa is seeking opportunities for coordination with SMART to develop a land use program that facilitates transit ridership along the proposed use of the Northwestern Pacific Railroad right-of-way for mass transit and that generates revenues to support transit operations as envisioned by SMART.

These objectives would not be expected to be fulfilled to the degree possible at the downtown Railroad Square site if the project were attempted to be implemented at another transit station site in Santa Rosa. This is because redevelopment and transit conditions are unique to the project site and do not exist elsewhere within the City of Santa Rosa. For example, a transit station is currently in place, 5.39 acres (the SMART parcel) remain available for development with land uses that may support transit use, commercial and business uses of the downtown with an increased population are concentrated where there would be a demand for transit ridership, the site location is slated for redevelopment by the Redevelopment Agency of the City of Santa Rosa, and the Downtown Transit Mall that allow bus riders to make transfers between CityBus routes or routes operated by other transit service providers is located in the downtown. Although other locations in Santa Rosa could be utilized as transit stations, such as the Jennings Avenue and Bellevue Avenue station sites, only Railroad Square in the downtown area contains the combination of land use and site planning opportunities as described above to suggest accommodation of the Transit-Oriented Redevelopment project as currently proposed. Therefore, an alternative site for the Transit-Oriented Redevelopment project as proposed is not identified.

6.3 ALTERNATIVE BUILDOUT SCENARIOS

Alternative Mixed Use Buildout Scenario

Similar to the Transit-Oriented Redevelopment project as proposed, the Alternative Mixed Use Buildout Scenario would be developed in accordance with the goals and policies of the Santa Rosa 2020 General Plan and General Plan Land Use Diagram of Retail and Business Services. However, under this alternative, the general mix of land uses would be different than as currently evaluated for the Transit-Oriented Redevelopment project as proposed. It is important to note that this alternative would be a redevelopment project, as would the project as proposed and would retain the overall objectives

and redevelopment programs as previously described for the project as proposed (see Section 2, *Project Description*). However, the redevelopment land use mix under this alternative would be slightly different than the land use mix evaluated in the body of this EIR. This is because of the project proposals as currently envisioned by the Santa Rosa Canners, LLC for the Santa Rosa Canners' parcels and owners of the Berkowitz parcels that emphasize residential development.

Development as currently envisioned under the General Plan for the Salvador and SMART parcels would remain as described for the Transit-Oriented Redevelopment project as proposed. Overall, this alternative would contain up to 380 residential units and up to about 130,000 gross square feet of commercial space as compared to up to 280 residential units and up to about 230,000 gross square feet of commercial space as proposed for the Transit-Oriented Redevelopment project, together with the necessary parking, circulation and public landscape/open space features. Thus, this alternative would include an increased residential component and reduced commercial component as compared to the project as evaluated in this EIR. Table 6-1 provides a breakdown of the various components of this alternative on a parcel ownership basis. As with the Transit-Oriented Redevelopment project as proposed, the following notations are made with respect to Table 6-1.

- The residential land use category includes residential unit types of higher densities that would take advantage of close proximity to the downtown area, public transit and local shopping opportunities. Includes single-family attached units (condominiums), multi-family (rental) units and live/work units.
- The commercial land use category includes the provision of commercial goods and services to residents, visitors, workers and transit users. These goods and services include retail, food, cultural, entertainment, personal and visitor-serving uses. The commercial category also includes office uses, inclusive of uses where the public can generally enter for services such as legal, administrative, financial, real estate and professional.
- Basement parking garages may be included on any parcel, and is not included in the limitation of maximum building height above the surrounding grade as indicated in Table 6-1.
- The Landscape and Circulation land use category allows 1.21 acres for a transit component of passenger platforms, bus stops, taxi/passenger loading and potential for a Joe Redota trail easement extending south from West 3rd Street on the SMART parcel. This acreage is less than the 1.5 acres as provided for under the Transit-Oriented Redevelopment project as proposed due to the desired acquisition of 0.29 acres adjoining the Berkowitz Parcel that would allow for development of the land on the south side of West 3rd Street at the intensity desired by the project proponents. This would increase the size of the Berkowitz parcel from 0.62 to 0.91 acres.
- The existing transit depot located on the east side of the railroad tracks outside the Transit-Oriented Redevelopment Project site is proposed for transit use.

Table 6-1
Transit Oriented Redevelopment Project
Alternative Mixed Use Buildout Scenario

Project Parcel	Acres	Residential Units	Commercial (Gross Square Feet = GSF)	Max. Building Footprint	Landscape and Circulation (Approximate)	Development Profile
Salvador Parcel	2.31	Up to 130 units	Up to 10,000 GSF	1.85 Acres	0.46 Acres	Up to 2 stories over parking, max. 3 story bld'g. height.
Santa Rosa Canners Parcel	2.01	99 units	Approx 11,100 GSF	Retains existing building walls	—	Three stories over parking, max. 4 story bld'g. height.
Berkowitz Parcel	0.91	51 units	8,800 GSF	0.66 Acres	0.25 Acres	Six stories over basement parking garage, max. 6 story bld'g. height.
SMART Parcel	5.39	Up to 100 units	Up to 100,000 GSF	4.18 Acres	1.21 Acres	Up to 4 stories over parking, max. 5 story bld'g. height.
West 3rd St. Right-of-Way	0.88	—	—	—	—	Street enhancements to be provided.
Total	**11.50**	**Up to 380 units**	**Up to 129,900 GSF**	—	—	—

Several schemes for development of the Canners, LLC parcels are being considered by the project sponsors as follows:

- W 3rd St. Building -- Scheme A would contain up to 74 residential units and up to about 11,100 GSF of commercial space; Scheme B would contain up to 70 residential units.
- W 6th St. Building -- Scheme A would contain up to 25 residential units; Scheme B would contain a mixed use center housing a culinary academy, restaurant and related office and storage space (gross square feet unspecified). [4]

Thus, as a worst case scenario, Table 6-1 shows the Santa Rosa Canners, LLC parcels built out with up to 99 residential units and up to 11,100 gross square feet of commercial space.

With respect to the Berkowitz parcels, site development is as specified on schematic development plans submitted by the project applicants. [5]

This alternative would contain 100 more residential units and 100,100 gross square feet of commercial space less than the Transit-Oriented Redevelopment project as proposed. While the mix of land uses would be somewhat different under this alternative as compared to the project as proposed, this alternative would be consistent with the General Plan land use designation of Retail and Businesses

Services. No adverse land use impacts were identified for the project as proposed and no adverse land use impacts would be anticipated under this alternative as defined. There would be an increased resident population on the project site and a decreased worker population, potentially decreasing the demand for public transit services in the immediate area as compared to the project as proposed. Traffic generation would be expected to be slightly less with a reduced commercial component, as there would be fewer visitors, shoppers and tourists to the Railroad Square area as compared to the project as proposed. There would be a reduction of about 50 vehicle trips in the AM peak hour, and a reduction of about 125 vehicle trips in the PM peak hour. This would not be enough to generate a significant change in the Level of Service calculations as computed for the project as proposed.

No significant adverse visual quality and community character impacts were identified for the Transit-Oriented Redevelopment project as proposed and the same would be expected under this Alternative Mixed Use Buildout Scenario, given the project design and design review procedures as explained in Mitigation Measure 3.5-1. Similar demands would be expected to be placed on the providers of public and utility services, with significant and unavoidable demands placed upon police and fire protection services. Hazardous materials cleanup would be required and conducted in any case, and the adaptive reuse of historic buildings/structures in accordance with *the Secretary of the Interior's Standards* would mitigate potential historic resource impacts as explained previously to a less than significant level under this alternative as well as the project as proposed.

No substantial difference in the conclusions of impacts and mitigation measures regarding soils and geology, drainage and water quality, or biological resources would be expected under this alternative as compared to the project as proposed. Air quality and noise impacts would be expected to be proportionately less under this alternative because of the reduced traffic generation rate. Mitigation measures for these subject areas as explained for the project as proposed would be similarly required for this Alternative Mixed Use Buildout Scenario because of site location and similar level of buildout intensity. No new significant unavoidable adverse impacts are identified for this alternative as compared to the project as proposed.

All Residential Project

An all residential project has not been seriously considered for the project site. As explained in Section 2, *Project Description*, the Transit-Oriented Redevelopment Project is intended to create developable sites in order to stimulate economic activity and assist in revitalizing the project area and the western portion of the Railroad Square Historic District as envisioned in the *Railroad Square Plan*. Public improvements are intended to attract additional visitors to the area and facilitate public transit as may be developed through the activities of SMART. The attraction of transit riders, visitors and the introduction of new residents and business occupants to Railroad Square is intended to stimulate the market for commercial and office space, not exclusively residential development.

An all residential project would not be consistent with the General Plan site designation of Retail and Business Services that allows for retail and service enterprises, offices and restaurants. General Plan Land Use Element Policy H-C-6 encourages the production of residential units in any land use category in the downtown area, but does not call for exclusive residential use in Retail And Business Services

designated locations. It is recognized that the Zoning Map for the project site indicates commercial (C-2-PD for the Salvador parcels) and industrial land uses (M-1 for all other parcels) wherein residential land uses are permitted in the commercial district through a Conditional Use Permit but are not allowed within the industrial district. Therefore, the current zoning map is in need of updating to reflect the land use designation as depicted on the General Plan Land Use Diagram.

Under an all residential development scenario, the City believes that the project site area would remain underutilized, and the community would not receive the benefit of the combined cultural, transit, shopping, employment and housing opportunities provided under the mixed use redevelopment project as proposed. Therefore, this alternative is not being advanced for further consideration.

All Residential + Major Department Store

For the reasons explained above, an all residential project is not being considered for implementation. The combination of residential development plus a major department store would begin to retain the notion of mixed use development, that of residential development in combination with a commercial land use. This alternative conceivably could achieve some of the objectives of the Transit-Oriented Redevelopment project to remove vacant, underutilized parcels, eliminate infrastructure deficiencies, and clean up property contaminated with hazardous materials.

As noted in the General Plan Land Use and Livability Element definition of Retail and Business Services (page 2-16): "Regional centers, which are large complexes of retail and service enterprises anchored by one or more full line department stores, and destination centers, which are retail centers anchored by discount or warehouse stores, are allowed." The General Plan refers to regional centers and destination centers with anchor tenants such as department stores, not necessarily a department store existing by itself with another land use such as residential. In addition, General Plan Policy LUL-J-2 encourages region-serving, high volume retail outlets to locate near freeway access points to minimize traffic on City streets.

More specifically, the *Railroad Square Plan* encourages uses that can contribute to the success of a specialty shopping center, and therefore the *Plan* calls for a combination of land uses such as retail shops and restaurants with offices as an acceptable use. This alternative would not conform to development as called for in the *Plan* and would not be expected to be viewed as a development scenario capable of substantially strengthening the cultural significance of the Railroad Square Historic District within the downtown. Which is to say this alternative would not be expected to further the notion of a specialty shopping center encompassing a reduced pedestrian scale of activity that focuses on retail shops and restaurants as a shopping experience, or office use as expressed in the *Railroad Square Plan*. It is not clear whether this alternative would have significant benefit in assisting SMART to develop a viable transit hub in the downtown area, or that SMART would be open to the notion of investigating this alternative further.

Owners of the Salvador, Santa Rosa Canners, LLC, and Berkowitz parcels have not proposed the development of a major department store. Approximately one half of the site is controlled by SMART. As noted previously, the SMART Board of Directors have been in the process of considering proposals

for the long term development of the Santa Rosa transit station site. As directed by the Board, SMART staff had been negotiating with the City of Santa Rosa staff on short and long term leases with the City for moving forward with development of the downtown Santa Rosa station site.

The long term lease would allow the City or Redevelopment Agency to provide for the lease and development of a portion of the SMART parcel "to be developed with a mixed use project", including housing, commercial and retail functions. The approach being pursued by staff set forth a series of activities to define land uses and densities to be incorporated into a Joint Development Agreement (JDA). Under the JDA, the City would serve as lead agency and solicit development proposals on the station site. Certain principles to be incorporated into the process being negotiated include that the overriding goal of the SMART Board is for all development proposed on the station site meet the priority goals of generating ridership and revenue to support transit operations. It is therefore doubtful that an alternative containing residential land uses with a major department store as the sole adjoining land use would meet this objective or be pursued in the future and speculation as to the environmental impacts of residential development coupled with a major department store are not further investigated in this EIR.

All Residential + Food and Wine Center

At the time of preparing this EIR, commitments regarding utilization of the SMART parcel or potential land uses of the SMART parcel had not been thoroughly developed and/or adopted by SMART. Although some preliminary, conceptual plans were commissioned by the property owners within the project area and used for discussion purposes, including the Redevelopment Agency of the City of Santa Rosa, no schemes were adopted by SMART or the City.

One object of discussion in the recent past has revolved around potential inclusion of the Sonoma County Food and Wine Center in the project. In a Memorandum to the SMART Commission of October 15, 2002 from SMART staff, the following was noted: [6]

"The City of Santa Rosa ('City'), the Santa Rosa Redevelopment Agency ('Agency'), the County of Sonoma ('County'), the Northwestern Pacific Railroad Authority, and any successor entity, ('Railroad Authority'), the Sonoma Marin Area Rail Transit Commission ('SMART'), and the Sonoma County Food and Wine Center ('Food and Wine Center') all desire to work together to develop the Sonoma County Food and Wine Center ('Center') on a portion of the two parcels adjacent to Railroad Square within the City ----. The purpose of the Center is to educate the public about the production and use of the foods and wines of Sonoma County and to provide a public location to experience and appreciate these products. The Center would include on site parking. In addition the City and Agency intend tow ork with the Railroad Authority and SMART (or their successors) and with adjacent property owners to plan for and implement development that is consistent with the Center. This could include uses such as housing. The development of these uses as examples of transit oriented development in the Railroad Square Area is a priority of the City and Agency."

The purpose of the memo was to outline the objectives of each party and a process for determining if development of the site and a Center were feasible. Objectives for the City and Agency included

adoption of a redevelopment plan and others as specified in Section 2 of this EIR, *Project Description*. Objectives for the Railroad Authority included upgrading the site for future passenger rail service, increasing ridership and producing income to support the railroad. Objectives for SMART included working with the City and Agency to develop a conceptual site plan, and objectives for the Food and Wine Center included fund raising and participation in the Center by the Santa Rosa Junior College Culinary Program. Among the listed powers of each participant the Food and Wine Center would have the ability to raise funds to develop and operate the Center. The process included that the Center agree to "Work with the Junior College, wineries and farmers to create a public place to experience Sonoma County wine, food, produce, cheeses, flowers and specialty food products, which also offers opportunities for special events, public gatherings and educational programs for students, farmers, food and wine professionals and the public." The Agency, City and County would agree to cooperate on the adoption of a Redevelopment Project Area.

At the time of preparing this EIR, there was no commitment on the part of the parties involved to seek entitlements to implement a Food and Wine Center on the Transit-Oriented Redevelopment project site. The evolution of this alternative continues as a process and may be revisited under the Long Term Lease and Joint Development Agreement described previously. Therefore, speculation as to the environmental impacts of all residential development coupled with a possible Food and Wine Center of undefined size and configuration is not further investigated in this EIR.

6.4 REDUCED DENSITY PROJECT

A Reduced Density Project seeks to lessen the significant environmental effects of the Transit-Oriented Redevelopment project as proposed, inclusive of the significant impacts of increased demand on constrained police and fire protection services

This alternative would provide for overall buildout of the Transit-Oriented Redevelopment project site at less than up to 280 residential units and up to 230,000 gross square feet of commercial space. However, given cumulative development within the City of Santa Rosa as a whole, it would be expected that any substantial development on the project site would generate an increased demand for police and fire protection and emergency services, as would other planned and approved development projects in the City of Santa Rosa. Given the limited resources of the Santa Rosa Police and Fire Departments to meet General Plan response times, the increased demand a reduced density project would have on police and fire services would be expected to be similar as described for the project as proposed.

The Santa Rosa 2020 General Plan EIR evaluated potential increases in the demand for police and fire protection services resulting from growth and found the increases to be potentially significant, and set forth a number of General Plan policies that, if fully implemented, would reduce impacts to police and fire protection service capabilities to a less-than-significant level. But given that some of these measures may be inadequately funded for the foreseeable future, or their implementation otherwise delayed, the effects of the project on police, fire and emergency services, in addition to other planned and approved projects, would remain significant and unavoidable.

From the standpoint of site planning at the conceptual level, buildout of the project site at a lesser density than proposed could allow for increased flexibility in the establishment of building setbacks from existing and proposed roadways or between buildings, and achieve reduced road noise exposure. At a reduced level of development, site planning within the project site could take into account development constraints of the presence of historic buildings and the need for their preservation, preserve sight line access to enhance visual conditions and recognize these conditions as opportunities to secure a sense of fit with the existing community.

An optimum balance between competing goals would need to be achieved in project design. These include meeting the objectives of redevelopment, achieving a sense of fit with the existing community, recognizing the need to conform with the General Plan, furthering the goals of the *Railroad Square Plan* to achieve success in the form of a specialty shopping center, and ensuring revenues contribute to the operation of a transit center. To the extent that a project of reduced magnitude as compared to the Transit-Oriented Redevelopment project as proposed would conform to all of these requirements is not fully confirmed. The issue involves land use planning and design that achieves community acceptance and conforms to the goals and objectives as envisioned by the agencies involved. Other than the significant unavoidable impacts identified for the project as noted above, inclusive of a project of lesser intensity, all of the identified significant environmental impacts can be mitigated to a less than significant level. Therefore, a project of lesser magnitude than the project as proposed would not appear to yield any substantial benefit in term of substantially lessening any significant environmental effects of the project.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Under CEQA, other than the No Project Alternative, one of the other alternatives must be designated as the Environmentally Superior Alternative. In this EIR, in addition to the No Project Alternative, other alternatives examined included an Alternative Project Site, Alternative Buildout Scenarios, and a project of Reduced Density. It was shown that under the Alternative Project Site scenario, although several other locations in Santa Rosa could be utilized as transit stations, only Railroad Square in the downtown area contains the combination of land use and site planning opportunities as described that suggest accommodation of the Transit-Oriented Redevelopment project as currently proposed.

Under the Alternative Buildout Scenarios, it was shown that the Alternative Mixed Use Buildout Scenario would yield the same impacts and mitigation measures for the project as currently proposed, and no new significant unavoidable adverse impacts were identified for this alternative as compared to the project as proposed. In addition, it was determined that under the All Residential Project the City believes that the larger Railroad Square Historic District would remain underutilized, and the community would not receive the benefit of the combined cultural, transit, shopping, employment and housing opportunities provided under the mixed use redevelopment project as proposed. It was also concluded that residential development with a major department store as the sole adjoining land use would likely not meet the objectives of generating ridership and revenue to support transit operations and thus may not be pursued in the future, and there was no commitment on the part of the parties

involved to seek entitlements to implement a Food and Wine Center on the Transit-Oriented Redevelopment project site.

Regardless of the project that would be constructed on the project site, the increased demand that further development would have on the current provision of police, fire and emergency services would be expected to be significant and unavoidable due to existing limitations on the ability of the Police and Fire Departments to ensure adequate response times. No alternative was shown to be more feasible or avoid or substantially lessen any significant environmental effects over and above as identified for the project. It is therefore concluded that the Transit-Oriented Redevelopment project as proposed, with all mitigation measures as explained in this EIR factored into the project to mitigate the identified impacts, would be the Environmentally Superior Alternative. By including the mitigation measures as developed in the definition of the Transit-Oriented Redevelopment project, the project is then modified and becomes an entity that is defined differently from an environmental standpoint than originally proposed.

Endnotes – Alternatives

1 State CEQA Guidelines, Section 15126.6 (b).

2 State CEQA Guidelines, Section 15126.6 (c).

3 State CEQA Guidelines, Section 15126.6 (f) (1).

4 Source: Santa Rosa Canners, LLC, *Project Overview for Consideration by Santa Rosa Redevelopment Agency*, (text and maps), Michelle Gervais, Gervais & Associates, August 25, 2003.

The text of the *Project Overview* contains the following notations: "Third Street Building – The enclosed rendering envisions approximately 70 for-sale condominiums with 86 parking spaces plus 44 tandem spaces, all self-contained within the building. At a density of approximately 53 units per acre, the project will include a combination of one-, two- and three-bedroom units, averaging 1,500 sf per unit. Each is designed to have an individual entry, oriented to the creek, the rail site, an interior courtyard, 3rd Street or the 4th Street entrance. A lobby is suggested for the north end of the building at the 4th Street corridor. All required parking will be provided onsite within a two-story garage in the core of the building."

"Sixth Street Building – The future use is likely to be one of two alternatives: (1) approximately 25 for-sale residential units (approx. 36 units/acre), or (2) a mixed-use center purpose-built for a proposed culinary academy, restaurant and related office and storage space. Either plan would be designed to orient to the public spaces of the creek, the rail site, the water tower and the 4th and 5th Street corridors. Also, either plan would provide adequate, self-contained parking."

5 Source: *Schematic Design, Site Plan, Project Calculations, Two West Third Street, Santa Rosa California*, prepared by Hodgpeth Architects, Sheets A-1 through A-4, July 7, 2003.

The project plans indicate the interior building area would amount to 43,680 square feet of residential space, 8,788 square feet of commercial space, 24,947 square feet of enclosed residential parking area in a basement garage (parking for 57 vehicles), and interior public areas of 10,565 square feet for a total interior building area of 87,971 square feet. The exterior building area would contain a pedestrian exterior arcade of 7,795 square feet and 3,000 square feet of commercial parking at grade level (19 spaces off private drive and 9 spaces on-street).

[6] Memorandum to SMART Commission, from Lillian Hames, Project Director, Sally McGough, County Counsel, *Santa Rosa Railroad Square Memorandum of Intent*, October 15, 2002.

Section 7
Irreversible Environmental Changes that Would Occur from Implementation of Transit-Oriented Redevelopment Project

IRREVERSIBLE ENVIRONMENTAL CHANGES

The objective of the Transit-Oriented Redevelopment project is to assist in enabling the redevelopment and revitalization of a portion of the downtown area that includes the western portion of the Railroad Square Historic District that has remained vacant and underutilized for many years. As a redevelopment project, the project would provide financial incentives to develop and rehabilitate the project site area by the private sector and tax increment revenues from new development would be used to finance public and infrastructure improvements.

The attraction of visitors and the introduction of new residents and businesses to the project site area is intended to achieve the benefits of the Redevelopment Agency's programs as described previously. New businesses would use the new building stock and also be encouraged to use the existing building stock and thereby eliminate any existing business vacancies. Coordination with SMART to enhance potential rail transit use is included in the program for site redevelopment.

At the current time, the 11.5 acre project site on the west side of the Northwestern Pacific Railroad Tracks is not utilized to its full potential. Excluding the historic structures that remain on the project site, much of the project site remains vacant and is not being used for any productive purposes.

Without implementation of the Transit-Oriented Redevelopment project, it is the City's position that the project site would remain underutilized and blighted into the future, and the downtown would not receive the benefit of enhanced shopping, employment and housing opportunities coupled with a potential transit center as included in the project as proposed. Implementation of the project would create changes in land use, productivity and neighborhood character as defined in the respective sections of this EIR. The construction of transit, residential and commercial development would be long-term, extending well into the century.

There would be several irreversible environmental changes that would occur in implementing the project. Among these irreversible changes would be the conversion of vacant land to urban development and increases in land use productivity, including an intensification of land use resulting from growth and infill. There would also be the commitment of non-renewable energy resources and non-recyclable (by present technology), material resources used for construction and operation of the project elements. In addition, project development and operation would involve the irretrievable commitment of existing and expanded infrastructure facilities such as natural gas, electricity, water supply and sewer services to serve site residents, businesses and workers, but not necessarily in a

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 1D
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 9

*Resource Name or #: 46 West 6th Street

P1. Other Identifier: 52 West 6th Street (Assessor Records)

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Sonoma

b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____ _____ B. M.

c. Address 46 West Sixth Street City Santa Rosa Zip 95401

d. UTM: (Give more than one for large and/or linear feature) Zone _____ _____ rnE/ _____ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional LITMs, etc. as appropriate)

Parcel # 010166006

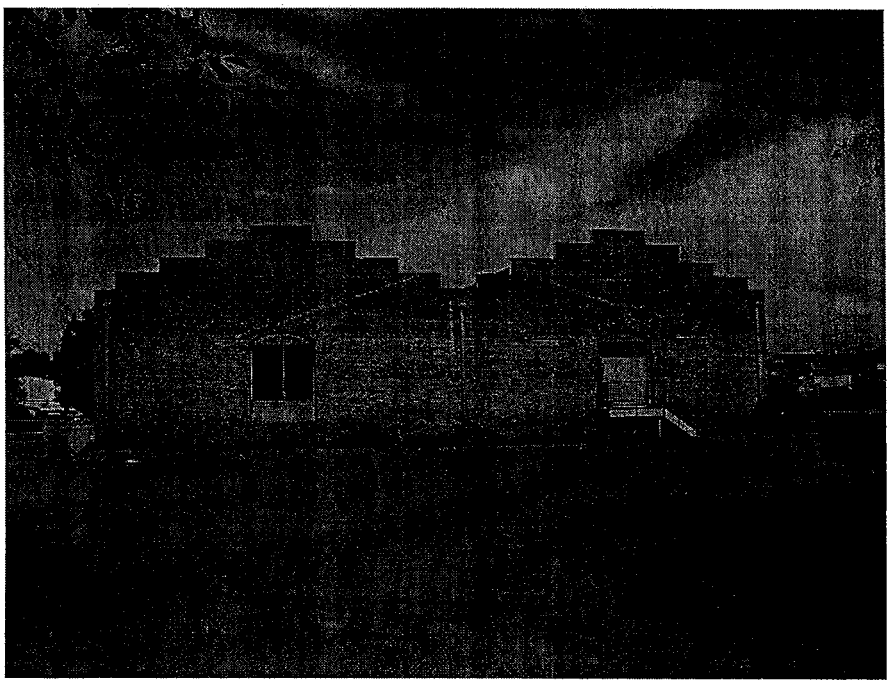
Located on the southern side of West 6th Street, west of the railroad tracks and east of Santa Rosa Creek.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

See attached continuation sheet.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building (use) and HP45 Unreinforced Masonry Building (structure)

* P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)

View north, October 17, 2003.

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
c. 1888

*P7. Owner and Address:
Salvador Family Trust
5582 Drakes Drive
Byron, CA 94514

*P8. Recorded by:(Name, affiliation, address)
Carey & Co.
460 Bush St.
San Francisco, CA 94108

*P9. Date Recorded: 10/31/03

* P10. Survey Type: (Describe)
Intensive

* P11. Report Citation: (Cite survey report/other sources or " none ") None

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

building. The concrete floor is also exposed in some areas, and covered with non-contributing carpet in others.

Character-Defining Features:
The warehouse retains several architectural elements that define its character and help convey its important historical associations. These features include: the height and massing of the building; the exterior common bond masonry walls; the stepped parapet; the double false front; and the interior post-and-beam structure and wood truss system.

The structure is in fair condition, suffering from poor repairs, rising damp, and general masonry deterioration.

B10 Significance:
Summary
The warehouse located at 46 West 6th Street was constructed circa 1888 as a fruit canning operation. It took its current form between 1904 and 1908, and continued to operate as a canned goods warehouse associated with the California Packing Corporation through the 1950s. The building is currently leased to DBA Dance Center of Sonoma County and Santa Rosa Players Theatre. The warehouse is currently a contributor to the Railroad Square National Register District and the Santa Rosa Railroad Square Preservation District. The warehouse appears eligible for listing in the California Register under criteria 1 (California history) and 3 (architecture). The warehouse also appears eligible as a Santa Rosa Designated Landmark. Although clearly a strong contributor to the National Register District, the warehouse does not appear individually eligible for listing in the National Register due to a loss of integrity.

History of Fruit Industry in Santa Rosa
The history of the fruit packing industry has been previously documented in detail by Clark Historic Resource Consultants, Inc., and included with the DPR 523L Form prepared for the California Packing Corporation Cannery, 3 West 3rd Street, Santa Rosa. A summarized version of the form states:

> The first railroad, which became the Northwestern Pacific, brought expanded opportunities and employment to Santa Rosa when it arrived in 1870... The railroad also picked up a lucrative freight business from existing and rapidly developing local industries. During the railroad era, from 1870 to 1936, Santa Rosa became the service center for Sonoma County. Businesses and factories, employing numerous workers, surrounded the Railroad Square area in convenient proximity to rail transport and accommodating hotels.
>
> The food processing industry in Sonoma County originated in the 1880s with William J. Hunt of Sebastopol. Hunt was the first person to use a dehydrator to dry Gravenstein apples in bulk. J.H. Hunt, William's son, started a cannery in Santa Rosa in [on the

parcel to the south of the warehouse]... southwest of the Northwestern Pacific railroad depot. W.C. Hunt, joined his brother J.H. in business, and they became partners in 1891. "Hunt Brothers," the company they followed, is still a major brand in the food industry. By 1897, Santa Rosa had two canneries, with 300 workers employed at each. The two Santa Rosa canneries joined the California Fruit Canners Association, uniting with 16 other California canneries to better control and regulate prices and fruit shipment in 1899. In 1900, Hunt Brothers moved to the Sacramento Valley. The California Fruit Canners Association moved into the industrial buildings of Hunt Brothers at W. Third Street next to the railroad tracks...In 1916, the California Fruit Canners Association merged with three San Francisco-based canning companies to form [CalPak]. This merger united four separate organizations, with 71 canneries and fruit packing plants spread all over California and extending into Washington, Oregon, Idaho and the Territories of Alaska and Hawaii...

The Santa Rosa [cannery] was number 5 in the 71 Calpak canneries. Plant #1 was located on Beach Street in San Francisco, and has been converted into the shopping and entertainment complex called "the Cannery..."

Historians Gaye LeBaron and Joann Mitchell describe the early 20th Century as the "Cannery Years in west Santa Rosa." The Cal Pack building were "beehives of activity, with 500 people working 18-hour days to process the products of Sonoma County's harvest"...According to the 1919 Sonoma County manufacturing statistics published in the *Agricultural, Industrial and Scenic Resources of Sonoma County, California*, the California Packing Corporation was the largest industrial employer in Santa Rosa. The company employed a total of 425 people in Santa Rosa at its Santa Rosa and Healdsburg plants in 1919...The California Packing Corporation was more than twice the size of any other company in Santa Rosa. From April to October, the Cannery processes apples, plums, tomatoes, pears, peaches, cherries and berries...

According to Rita Carniglia Hall and other local sources, approximately 99% of the Santa Rosa cannery workers were Italian immigrants...Nearly all of the employees lived in the neighborhood west of the railroad tracks, known as "Italian Town" or "West End." ...The plant management also lived in the neighborhood. John Oliva became plant superintendent in 1904, when the company was still the California Fruit Canners Association. Oliva lived in the superintendent's house at the Sixth Street end of the cannery property for 16 years. His nephew, Charles Carniglia, took over management in 1920, and moved his family into the superintendent's house...

...By 1919, the California Packing Corporation was operating from the three-block complex between the railroad tracks and Santa Rosa Creek, W. Third Street and W. Sixth Street. Most of the produce came by train: apples, cherries and berries from

> Sebastopol; peaches and plums from Geyserville and Cloverdale; pears from Mendocino and Lake counties. The company also canned peas from Ignacio and tomatoes grown in the Sacramento Valley. In the mid-1920s, Cal Pack went into truck gardening, raising spinach and peas on leased land in Valley Ford for canning in Santa Rosa. By the late 1920s, conditions changed and it became less profitable to pack and ship fruit in Santa Rosa. Many ranchers had replaced berry vines with orchards, and there were apple packing sheds open nearer to the source. Freight rates, both in and out of Santa Rosa, became prohibitive. The California Packing Corporation transferred much of its Santa Rosa business to a new, larger plant in San Leandro. When Cal Pack closed its doors in 1928, the "Cannery Years" were over in Santa Rosa...[1]

History of the Railroad Square Historic District

The National Register Nomination Form for the Railroad Square Historic District provides some additional historical information about the Warehouse at 46 West 6th Street, particularly as the oldest building in the District and for its survival of the 1906 Earthquake. Applicable excerpts from the form are:

> The Railroad Square Historic District comprises 15 significant structures ranging in construction dates from 1888 [46 West 6th Street] to 1923.[2]
>
> ....The commercial brick buildings located in the District are of particular importance because the 1906 and 1969 earthquakes, plus urban renewal, destroyed most of those found with the Santa Rosa city limits.[3]
>
> ....Most of the historic buildings in the district were constructed after the 1906 earthquake, which hit Santa Rosa particularly hard. It had demolished much of the town including numerous commercial buildings situated near the freight and passenger depots in Railroad Square. The buildings which survived the 1906 earthquake were the brick warehouses at 15 3rd Street, the double brick warehouse at 46 West 6th Street, the Western Hotel at 10 4th Street, and the Northwestern Pacific Depot at the foot of 4th Street.[4]

Physical History of 46 West 6th Street

Sanborn map research documents the evolution of the once-residential parcel. The 1885 Sanborn map shows this area vacant with the exception of a small dwelling and a few wooden outbuildings. The Santa Rosa Woolen Mills is clearly evident on the parcel immediately west of the Warehouse site.[5] The Warehouse at 46 West 6th Street first appears on the 1888 Sanborn map, shown as two brick structures separated by a narrow breezeway. The building is labeled "Santa Rosa Packing Co." The use of each section is noted as a warehouse for canned goods in southern section and a workspace in the northern section. A small, wood frame building adjacent to the southwestern corner of the warehouse is labeled

"Chinese Quarters."[6] The building retains this layout in 1893, and is labeled "Cutting Fruit Packing Company." A wood shed was added to the east elevation of the northern section sometime between 1888 and 1893.[7] The Cutting Fruit Packing Co. joined the California Fruit Canners Association in 1899. On the 1904 map the building retains its original layout, however breezeway between the buildings was enclosed, joining the two structures. A wood shed addition on the east elevation is named the "Box Nailing Shed."[8] The 1908 Sanborn shows the building, "Warehouse No. 1", in its current form with the stepped parapet. The "Box Nailing Shed" shown on the 1904 map had been enclosed by 1908 with a masonry wall, extending the building to its current footprint. It also notes two new small additions; one stretching approximately halfway along west elevation, constructed of studding and corrugated iron, called Warehouse No. 2.[9] Warehouse No. 2 had been extended down the length of the west elevation by 1941.[10] A wood addition was constructed to the south of the warehouse sometime between 1908 and 1941, joining it with Plant #5 to the south. This addition was removed sometime after 1957. The wood and corrugated iron addition at the west elevation had been removed by 1957.[11] These additions are no longer extant, however their scars are clearly visible.

Evaluation

The Warehouse has been identified as a contributing building to the National Register Railroad Square Historic District in 1977, and placed on the National Register of Historic Places in 1979. It has also been identified as a contributing building to the Santa Rosa Railroad Square Preservation District, and is listed on that city's local register as a 1D (contributor to a listed National Register district). The 1977 survey was updated and revised in 1989. Both surveys noted the important link between agriculture and industry in the history of Santa Rosa. Anne Bloomfield, while developing an historic context for industrial development in Santa Rosa between 1870-1946, characterized the historical and architectural elements of a locally significant property type, Masonry Warehouses and Plants.[12] This property type is described below:

> Santa Rosa contains a number of large brick or stone warehouses, mills, ice-making plants or other factories. The wall surface and structural materials are common brick in American bond or rectangular basalt blocks in regular courses with beaded mortar joints. Walls may have paneling or rusticated quoins. Opening are sometimes segmented-headed, and either ver small or limited to entries, at least one being large enough for a loaded truck or wagon; occasionally a bricked-up former window is found. Doors may be wood or metal, and simple, sometimes on a sliding track. Roofs may be flat, a shallow gable, monitor, or sawtooth. Parapets may be linear or stepped; often some corbeling creates a cornice line. Notations on Sanborn maps usually indicated a single story, 15-25 feet high. Usually on the interior, wood posts support a wood truss roof; the interior may be divided into two or more spaces by masonry walls with interconnecting fire doors. Such little ornamentation as exists comes from the materials themselves; their color, texture, and bonding; arches over openings; sometimes corbeling, paneling or quoining. Most of these buildings are no longer in their original use.

> The masonry warehouse and other plants demonstrate their owners' faith in the permanence of their particular industries, inspiring expansive masonry construction...Their great size demonstrates the healthy state of Santa Rosa's economy in the period of their construction, and the city's function as the distribution center for a large and thriving agricultural area. No other property type demonstrates these aspects of Santa Rosa's history so well.[13]

The circa 1888 warehouse exemplifies the characteristics defined by Anne Bloomfield of a locally significant property type. It is also the oldest building in the Railroad Square Preservation District and a locally rare building type. As such, the warehouse would likely qualify as a City of Santa Rosa Designated Landmark.

National Register Criterion A/California Register Criterion 1

The Warehouse located at 46 West 6th Street appears significant under NRHP Criterion A and CRHP Criterion 1, for its association with events that have made a significant contribution to the local history of Santa Rosa and regional history of Sonoma County. Clark Historic Resource Consultants have previously evaluated the properties associated with the Warehouse, and their significance of the associated properties extends to the Warehouse. Carey & Co concurs with the previous evaluation, which is included here:

> [The Warehouse]...is significant under Criterion 1 for its association with locally important trends, including the development of industry and commerce near the Northwestern Pacific railroad depot. The building is associated with the fruit packing industry, which was important to agricultural/industrial development at the local, county and state level. [The Warehouse was part of]...the biggest cannery in Santa Rosa and its largest industrial employer. Based in San Francisco, the California Packing Corporation had branches throughout the United States, and later became the Del Monte Corporation...[14]

National Register Criterion B/California Register Criterion 2

The Warehouse does not appear to be associated with any individual significant in either California of United States history. Built for an industrial purpose, it is most closely associated with three of the plant superintendents, C.A. Perry, John Oliva and Charles Carniglia. John Oliva and Charles Carniglia were well known and performed their jobs competently, however none would be considered individually significant under Criterion B/2.

National Register Criterion C/California Register Criterion 3

The Warehouse is significant under Criterion C/3 as an example of a Masonry Warehouse and Plant, a locally significant building type identified by Anne Bloomfield in Santa Rosa's 1989 Historic Resource Survey.

National Register Criterion D/California Register Criterion 4
The Warehouse is not likely to yield information important to prehistory or history of the local area, California, or the nation.

Integrity
Since physical integrity is based on historic significance, and the building appears to possess historic significance, its physical integrity has been evaluated. Integrity is determined by a building's ability to convey its significance based on location, design, setting, materials, workmanship, feeling and association. Aspects of its integrity that remain intact include its location, overall setting, feeling, and association.

The addition and modification of the openings of the building, however, have compromised its design, materials and workmanship. The 1908 Sanborn map shows five openings in the structure, and the 1957 map shows six. Today, those openings extant in 1957 have been modified, as evidence by the masonry saw marks left in the bricks surrounding the openings, or the masonry infill around them. Several openings have been added, as well. The modification of the formerly solid wall face somewhat compromises the historical integrity of the structure.

Although the building meets the age and significance requirements to be under NRHP Criteria A (local history) and Criteria C (architecture), the integrity of the structure has been sufficiently compromised, rendering it ineligible for individual listing. It remains, however, eligible for listing as a contributor to the National Register Railroad Square Historic District.

The building at 46 West 6th Street does appear, however, to be eligible for individual listing on the CRHR under Criteria 1 (California History), as California's integrity threshold is somewhat lower than the federal level. It also retains sufficient integrity under the California threshold to possess sufficient historic significance as the embodiment of the distinctive characteristics of the Masonry Warehouse architectural style (CRHR 3-Architecture).

B12 References:

[1] Clark Historic Resource Consultants, Inc., Building, Structure, and Object Record for California Packing Corporation Cannery, 3 West 3rd Street, Santa Rosa, p. 13-14.
[2] National Register Nomination Form, Railroad Square Historic District, Santa Rosa, Sonoma County, May 1977, p. 5.
[3] Ibid, p. 5.
[4] Ibid, p. 14.
[5] Sanborn Fire Insurance Maps, "Santa Rosa, California," 1885.
[6] Sanborn Fire Insurance Maps, "Santa Rosa, California," 1888.
[7] Sanborn Fire Insurance Maps, "Santa Rosa, California," 1893.
[8] Sanborn Fire Insurance Maps, "Santa Rosa, California," 1904.
[9] Sanborn Fire Insurance Maps, "Santa Rosa, California," 1908.
[10] Sanborn Fire Insurance Maps, "Santa Rosa, California," 1941.
[11] Sanborn Fire Insurance Maps, "Santa Rosa, California," 1957.

[12] Clark Historic Resource Consultants, Inc., Building, Structure and Object Record for the California Packing Corporation Cannery, 3 West 3rd Street, Santa Rosa, 2003, p. 14.
[13] Anne Bloomfield, "Report, Cultural Heritage Survey of the City of Santa Rosa, California," (np, August, 1989) p. 23-24.
[14] Clark Historic Resource Consultants, Inc., Building, Structure, and Object Record for California Packing Corporation Cannery, 3 West 3rd Street, Santa Rosa, 2003, p. 15.

PRIMARY RECORD

ONTVANGEN 2 8 OKT. 2003

Primary # P- 49-003022
HRI #
Trinomial:
NRHP Status Code: 6
Resource Name or #: 2 W. Third St.

Other Listings:
Review Code: Reviewer: Date:
Page 1 of 3

P1. Other Identifier: None

P2. Location:
a. **County:** Sonoma
b. **USGS 7.5' Quad:** Santa Rosa (#5012) **Date:** 1954 (photorevised 1980)
T N/R W; 1/4 of 1/4 of Sec. ; MDBM **Landgrant:** Rancho Cabeza de Santa Rosa
c. **Address:** 2 W. Third St. **City:** Santa Rosa **Zip:** 95401
d. **UTM: Zone:** 10 524360 **mE** 4253960 **mN**
e. **Other Locational Information:** Building is situated on the north/east bank of Santa Rosa Creek and south of West Third Street.

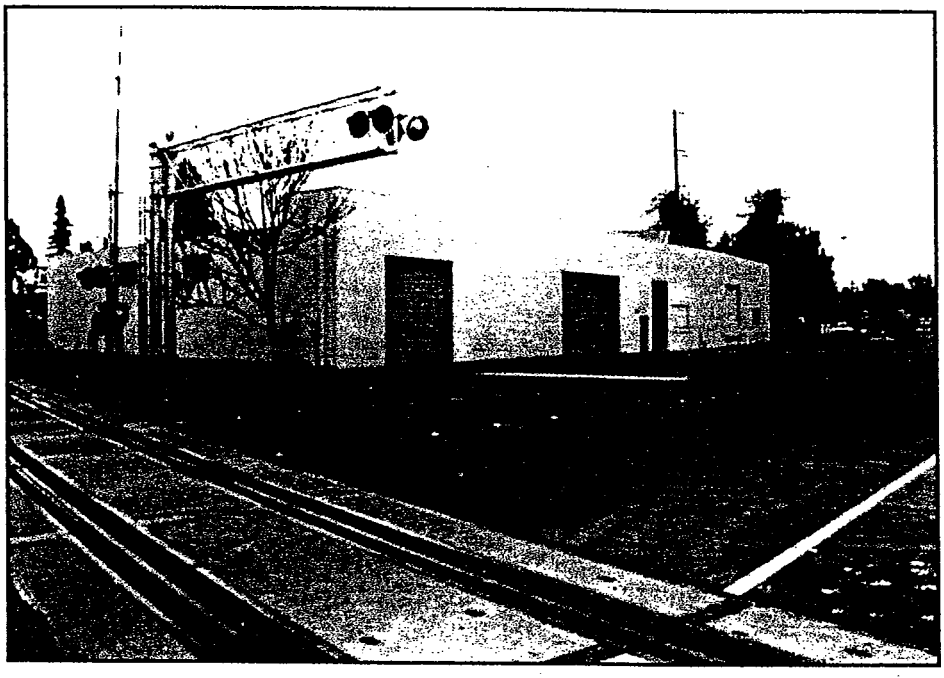
P3a. Description: Large, irregularly shaped concrete-block warehouse and office constructed in 1962. The building has three delivery bays on West Third Street and a fourth bay on the east side. An office entry is recessed into the central portion of the building on West Third Street.

P3b. Resource Attributes: HP8

P4. Resources Present: Building

P5. Photograph or Drawing:

P5b. Description of Photo: 2 W. Third St. facing south



6. Date Constructed/Age and Sources:
1962
(County Records)

P7. Owner and Address:
Doncar Ltd
200 Talmadge Avenue
Santa Rosa, CA 95407

P8. Recorded by:
Tom Origer & Associates
P.O. Box 1531
Rohnert Park, CA 94927

P9. Date Recorded:
January 2001

P10. Type of Survey:
Intensive

P11. Report Citation: Beard, V. 2001 *Historic Property Survey Report for the Santa Rosa Creek Multi-Use Path Project, Pierson Street to Railroad Street, Santa Rosa, Sonoma Count, California.*

P12. Attachments: Building, Structure, and Object Record and Location Map.

S-26342

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P- 49-003022
HRI #
NRHP Status Code: 6
Resource Name or #: 2 W. Third St.

B1. Historic Name: NA

B2. Common Name:

B3. Original Use: Warehouse

B4. Present Use: Warehouse

B5. Architectural Style: NA

B6. Construction History: A wood-framed gabled roof extends above the center of the building suggesting that the concrete block structure encases an older structure. Historical maps show a wood-frame structure on this parcel in 1908 that was used for feed and hay storage (Sanborn 1908).

B7. Moved? **Date:** **Original Location:** Yes

B8. Related Features: None

B9a. Architect: Unknown

B9b. Builder: Unknown

B10. Significance: **Theme:** **Area:**
Period of Significance:
Property Type:
Applicable Criteria:

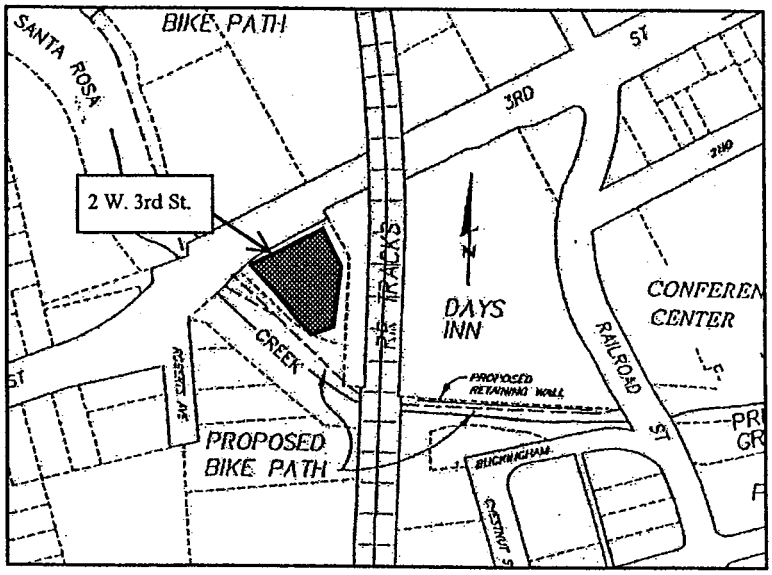
This warehouse and office facility was constructed in 1962. While the National Register allows for the inclusion of properties less than fifty years old, the properties must be of exceptional importance. This building does not meet that standard and does not appear eligible for inclusion on the National Register.

B11. Additional Resource Attributes:

B12. References:
Sanborn Map Company
1908 Santa Rosa, California. Sanborn Map Company, New York

B13. Remarks:

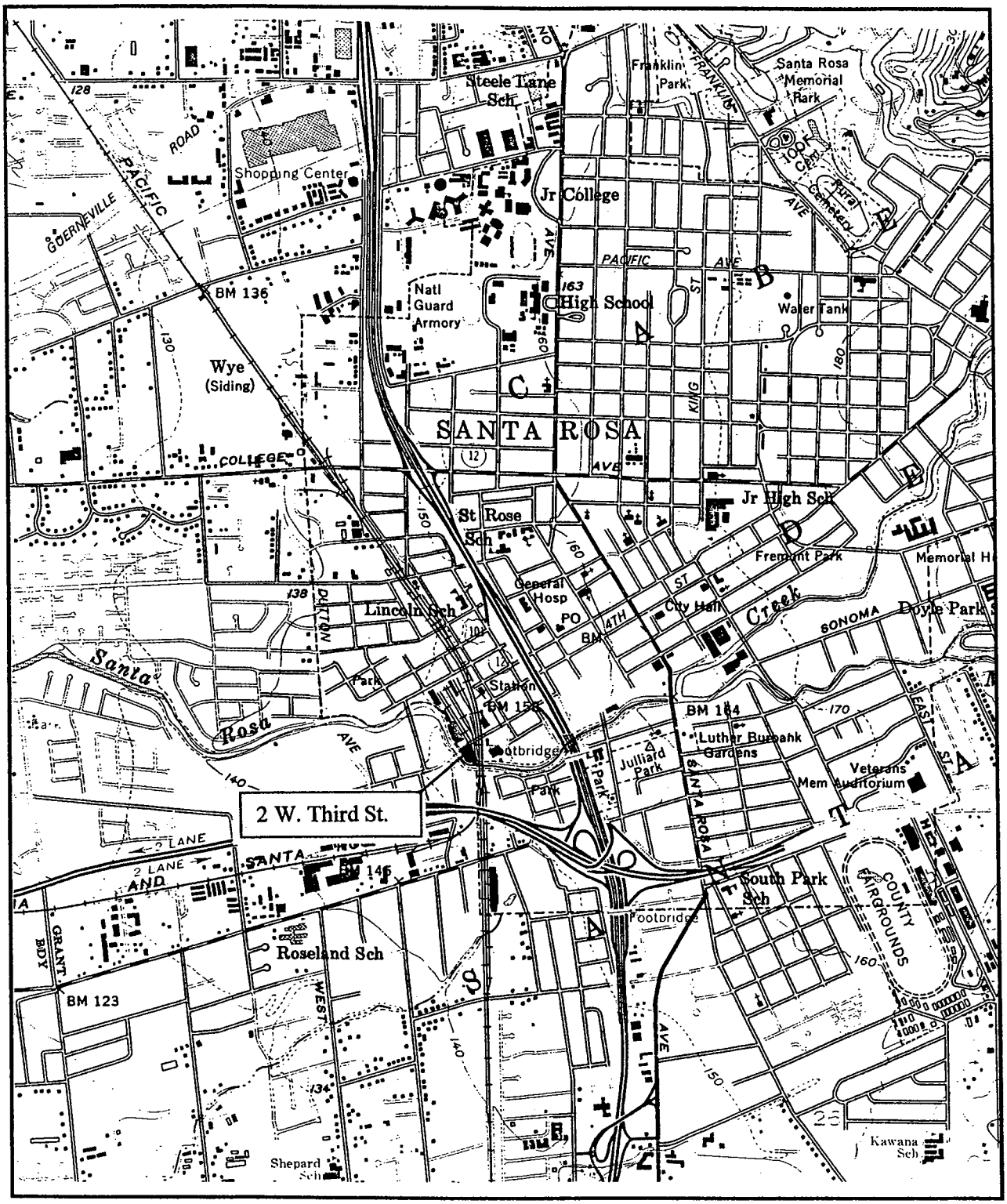
B14. Evaluator: V. R. Beard
Date of Evaluation: February 13, 2001



LOCATION MAP

Primary #: P- 49-003022
HRI #:
Trinomial:
Resource Name or #: 2 W. Third St.
Date of Map: 1954 (photorevised 1980)

Map Name: Santa Rosa **Scale:** 7.5'



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: 2 West 3rd Street

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Sonoma

b. USGS 7.5' Quad _____ Date _____ T _____ • R _____, _____ 1/4 of ___ 1/4 of Sec ___ _____ B. M.

c. Address 2 West 3rd Street City Santa Rosa Zip 95401

d. UTM: (Give more than one for large and/or linear feature) Zone _____ _____ rnE/ _____ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional LITMs, etc. as appropriate)
Parcel Number 010-175-012

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
See attached continuation sheet.

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building

* P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
View west, October 17, 2003.

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1962, Sonoma County Assessors Office

*P7. Owner and Address:
Nathaniel and Myra Berkowitz
47 Bulkley Ave.
Sausalito, CA 94965

*P8. Recorded by:(Name, affiliation, address)
Carey & Co.
460 Bush St.
San Francisco, CA 94108

*P9. Date Recorded: 10/31/03

* P10. Survey Type: (Describe)
Intensive

* P11. Report Citation: (Cite survey report/other sources or " none ") None

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

*Required information

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

*NRHP Status Code 6Z

*Resource Name or #- 2 West 3rd Street

B1. Historic Name: 2 West 3rd Street

B2. Common Name: 2 West 3rd Street

B3. Original Use: Unknown B4. Present Use: Warehouse

*B5. Architectural Style: Vernacular Warehouse

*B6. Construction History: (Construction date, alterations, and date of alterations.)

See attached continuation sheet.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Industrial Development Area Santa Rosa, Sonoma County

Period of Significance N/A Property Type Industrial Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See attached continuation sheet.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

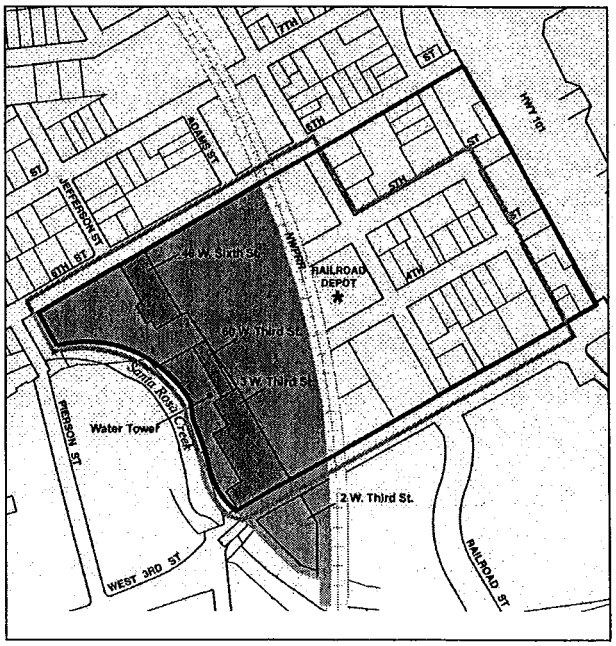
See attached continuation sheet.

B13. Remarks:

*B14. Evaluator: Carey & Co.

Date of Evaluation: 10 /31/ 03

(This space reserved for official comments.)



*Required information

*Recorded by: Carey & Co. *Date: 10/31/03 ☒ Continuation ☐ Update

P3a. Description:

The one-story warehouse at 2 West 3rd Street is irregular in plan. It is of wood-frame construction. The secondary elevations are clad in cement stucco on metal lath, while the front elevation is a false front of concrete block. The roof is clad in roll-roofing, and is an amalgam of different roof types, including shallow gable, flat and shed-type roofs. Windows are aluminum sliders and casements, some with security grates installed over them.

The north, or primary, elevation consists of a painted concrete block false front with a flat parapet. Various openings penetrate the structure, including two infilled areas. Two metal loading doors are found at east end. The main entrance, centered on the elevation, is recessed behind a metal security gate. The entry is paneled with particleboard paneling, and a modern wood hollow-core door is found at the top of five concrete steps. A single window is located at the west end of this elevation.

Overall, the building is in fair to poor condition, with some evidence of cracked or missing cement stucco and various repatching efforts.

B6 Construction History:

The structure at 2 West 3rd Street was constructed in 1962.[1] Sanborn Map research documents the progression of the property from 1893 through 1957. The 1893 and 1904 Sanborn maps show a wood dwelling with an outhouse and several associated structures, including a windmill.[2] In 1908, the land is vacant, and appears again in 1941 as a vacant parcel.[3] In an aerial photo taken circa 1955, the land appears vacant.[4] A wood "Feed and Hay" storage building, roughtly square in plan with a concrete floor first appears on the 1957 Sanborn map.[5]

The building present on the property today does not have a similar floor plan to the building appearing on the 1957 map. In light of the irregularity of the current floor plan and myriad of roof types, it is possible that the current building incorporated the Feed and Hay storage building shown on the 1957 map into its layout in 1962.

B10 Significance:

The building at 2 West 3rd Street does not appear to be eligible for individual listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) or as a local landmark. To be potentially eligible for recognition on these lists, a building must usually be over 45-50 years old, must have historic significance, and must retain its physical integrity. Since this building was constructed 41 years ago, it does not meet the age requirement and must therefore display an exceptional level of significance. The property does not appear to possess exceptional significance: archival research indicates no association with events or persons exceptionally important to our past; although it is an example of the vernacular architectural style, it was not constructed during an identifiable period of development, it does not exhibit exceptionally distinctive characteristics of its

style or period of development; and it does not appear to have yielded or have potential to yield exceptional information about our past.

Since physical integrity is based on historic significance, and the building does not appear to possess historic significance, its physical integrity can not be evaluated.

B12 References:

[1] Assessor Inquiry Sheet, Sonoma County Assessors Office, October 17, 2003.
[2] Sanborn Fire Insurance Map of Santa Rosa, California, 1893, (Sanborn Perris Map Co, 1893); Sanborn Fire Insurance Map of Santa Rosa, California, 11904, (Sanborn Perris Map Co, 1904).
[3] Sanborn Fire Insurance Map of Santa Rosa, California, 1908, (Sanborn Perris Map Co, 1908); Sanborn Fire Insurance Map of Santa Rosa, California, 1941, (Sanborn Perris Map Co, 1941).
[4] Sonoma County Aerial Photos, c. 1955. Sonoma County Library History and Genealogy Annex.
[5] Sanborn Fire Insurance Map of Santa Rosa, California, 1957, (Sanborn Perris Map Co, 1957).

APPENDIX C

BIOLOGICAL RESOURCES TABLES

Table C-1
Vascular Flora Recorded from the City of Santa Rosa Transit-Oriented Redevelopment Project Area
(Taxonomy follows Jepson 1993)

Scientific Name	Common Name
Coniferophyta	
Cupressaceae	
Cupressus macrocarpa	Monterey cypress (cultivated)
Taxodiaceae	
Sequoia sempervirens	Redwood
Anthrophyta	
Dicotyledonae	
Apiaceae	
Conium maculatum	Poison hemlock
Foeniculum vulgare	Fennel
Apocynaceae	
Vinca major	Greater periwinkle
Araliaceae	
Hedera helix	English ivy
Carduus pycnocephalus	Italian thistle
Centaurea solstitialis	Yellow-star thistle
Cynara cardunculus	Artichoke thistle
Brassicaceae	
Brassica nigra	Black mustard
Raphanus sativus	Wild radish
Fagaceae	
Quercus agrifolia var. *agrifolia*	Coast live oak
Geraniaceae	
Geranium dissectum	Cut-leaved geranium
Juglandaceae	
Juglans regia	English walnut

Table C-1 (Continued)
Vascular Flora Recorded from the City of Santa Rosa Transit-Oriented Redevelopment Project Area
(Taxonomy follows Jepson 1993)

Scientific Name	Common Name
Papaveraceae	
Eschscholzia californica	California poppy
Plantaginaceae	
Plantago lanceolata	English plantain
Plantago major	Common plantain
Platanaceae	
Platanus racemosa	Sycamore
Polygonaceae	
Rumex acetosella	Sheep sorrel
Rumex crispus	Curly dock
Poaceae	
Avena fatua	Wild oat
Briza minor	Little quaking grass
Bromus diandrus	Ripgut brome
Bromus hordeaceous	Soft brome
Hordeum brachyantherum	Meadow barley
Hordeum jubatum	Foxtail barley
Hordeum marinum var. *gussoneanum*	Mediterranean barley
Lolium multiflorum	Italian ryegrass
Lolium perenne	Perennial rye grass

Table C-2
Wildlife Species Observed in the City of Santa Rosa Transit-Oriented Redevelopment Project Area During the October 30, 2003 Site Visit.

Common Name	Scientific Name
Mammals	
Botta's Pocket Gopher	*Thomomys bottae*
Mole	*Scapanus* sp.
Birds	
Mourning Dove	*Zenaida macroura*
American Crow	*Corvus brachyrhynchos*
European Starling*	*Sturnus vulgaris*

** Denotes Non-Native Species*

Table C-3
Sensitive Plant Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
PLANTS								
Napa False Indigo *Amorpha californica* var *napensis*	Species of Local Concern	None		1B	Openings in broadleaf upland forest and chaparral.	No	No	None
Bent-flowered Fiddleneck *Amsinckia lunaris*	Species of Local Concern	None		1B	Coastal scrub, cismontane woodland, and valley and foothill grassland.	No	No	None
Sonoma Manzanita *Arctostaphylos canescens* ssp *sonomensis*	Species of Local Concern	None		1B	Sometimes on serpentine in chaparral and lower coniferous forests.	No	No	None
Rincon Manzanita *Arctostaphylos stanfordiana* ssp *decumbens*	Special Concern	None		1B	Endemic to red rhyolites (a type of volcanic rock) in Sonoma County.	No	No	None
Big-scale Balsamroot *Balsamorhiza macrolepis* var *macrolepis*	Species of Local Concern	None		1B	Valley and foothill grasslands and cismontane woodlands, often associated with serpentine soils.	No	No	None

Table C-3 (Continued)
ensitive Plant Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Sonoma Sunshine (Baker's Stickyseed) *Blennosperma bakeri*	Endangered	Endangered		1B	Vernal pools in valley and foothill grasslands.	No	No	None
Narrow-anthered (California) Balsamroot *Brodiaea californica* var *leptandra*	Species of Local Concern	None		1B	Broad leafed upland forest, chaparral, and coniferous forest, often associated with serpentine soils.	No	No	None
White Sedge *Carex albida*	Endangered	Endangered		1B	Sphagnum bogs	No	No	None
Rincon Ridge Ceanothus *Ceanothus confusus*	Special Concern	None		1B	Volcanic and serpentine soils in coniferous forests, cismontane woodlands and chaparral.	No	No	None
Calistoga Ceanothus *Ceanothus divergens*	Special Concern	None		1B	Rocky, serpentine, or volcanic soils in chaparral.	No	No	None

Table C-3 (Continued)
ensitive Plant Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Fragrant Fritillary *Fitillaria liliacea*	Special Concern	None		1B	Valley and foothill grasslands, cismontane woodlands, typically over serpentine soils although the soil type varies.	No	No	None
Burke's Goldfields *Lasthenia burkei*	Endangered	Endangered		1B	Vernal pools and swales	No	No	None
Sebastopol Meadowfoam *Limnanthes vinculans*	Endangered	Endangered		1B	Vernal pool, swales, wet meadows, and marshes in valley oak savannas.	No	No	None
Jepson's Linanthus *Linanthus jepsonii*	Special Concern	None		1B	On volcanic or serpentine soils on shaded grassy slopes of chaparral and woodlands.	No	No	None
Baker's Navarretia *Navarretia leucocephala* ssp *bakeri*	Special Concern	None		1B	Vernal pools and swales on adobe or alkaline soils in a variety of vegetative habitats.	No	No	None
Showy Indian Clover *Trifolium amoenum*	Endangered	None		1B	Serpentine soils of open sunny sites in valley and foothill grasslands.	No	No	None

Table C-3 (Continued)
ensitive Plant Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Water Sack (saline) Clover *Trifolium depauperatum* var *hydrophilum*	Special Concern	None		1B	Salt marshes and wet grasslands in alkaline conditions.	No	No	None
HABITATS								
Northern Vernal Pool	None	S2.1				No	No	None
Valley Needlegrass Grassland	None	S3.1				No	No	None
Central Coast Live Oak Riparian Forest	None	S3.2				No	No	None

Footnotes:

[1] Endangered and threatened are a species status under the California or Federal Endangered Species Act, Federal species of concern and candidate species do not receive any statutory protection under the Federal ESA.

[2] California Department of Fish and Game. Species designated as Species of Concern by CDFG are to be mitigated for under CEQA. A protected designation indicates that these species are fully protected under the Fish and Game Code and cannot be taken or possessed without a permit from the Fish and Game Commission or CDFG.

[3] California Native Plant Society. Species on List 1A are believed to be extinct within California. Species on List 1B are rare or endangered in California and elsewhere in their range.

Element Rankings, California Department of Fish and Game, 1993:

S2.1 Very Threatened in California

S3.1 Very Threatened in California

S3.2 Threatened in California

References:

CNDDB (California Natural Diversity Data Base), 2003. Commercial version, information dated May 5, 2003. California Department of Fish and Game

CNPS (California Native Plant Society) 2001. Inventory of rare and endangered plants of California, 6th edition. D.P. Tibor, ed. 387 pp.

Table C-4
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Invertebrates								
Sonoma Arctic Skipper *Carterocephalus palaemon* ssp.	Special Concern	None	None	N/A	Redwood forest both in deep shade and edges of forested clearings	No	No	None
Ricksecker's Water Scavenger Beetle *Hydrochara ricksecker*i	Special Concern	None	None	N/A	Freshwater ponds, vernal pools, and shallow quiet areas of streams within the Bay Area.	No	No	None
California Linderiella *Linderiella occidentalis*	Special Concern	None	None	N/A	Vernal pools in unplowed grasslands	No	No	None
California Freshwater Shrimp *Syncaris pacifica*	Endangered	Endangered	None	N/A	Shallow pools off main channel in low elevation, low gradient streams with moderate to heavy riparian cover.	No	No	None
Fish								
Pacific Lamprey *Lampetra tridentata*	Special Concern	None	None	N/A	Coastal streams with stable water supply, clean gravels, and good quality riparian habitat.	No	No	None

Table C-4 (Continued)
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Coho - Central CA Coastal ESU *Oncorhynchus kistutch*	Threatened	Endangered	None	N/A	Coastal streams with stable water supply, clean gravels, and good quality riparian habitat.	No	No	None
Steelhead - Central California Coast ESU *Oncorhynchus mykiss*	Threatened	None	None	N/A	Coastal streams with stable water supply, clean gravels, and good quality riparian habitat.	No	No	None
Chinook – Coastal ESU *Oncorhynchus tshawytscha*	Threatened	Threatened	None	N/A	Streams with stable water supply, clean gravels, and good quality riparian habitat.	No	No	None
Russian River Tule Perch *Hysterocarpus traski pomo*	Special Concern	None	Special Concern	N/A	Cool, well oxygenated water associated with aquatic vegetation and mature riparian vegetation.	No	No	None
Amphibians and Reptiles								
California Tiger Salamander *Ambystoma californiense*	Endangered (Candidate) [5]	None	Special Concern – Protected	N/A	Annual grasslands and understory of hardwood habitats. Breeding typically associated with temporary pools and ponds (Jennings and Hayes 1994).	No	No	None

Table C-4 (Continued)
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Northern Red-legged Frog *Rana aurora aurora*	Special Concern	None	Special Concern	N/A	Pools in slow-moving streams and ponds with well-developed emergent freshwater marsh vegetation (Jennings and Hayes 1994).	No	No	None
California Red-legged Frog *Rana aurora draytonii*	Threatened	None	Special Concern	N/A	Pools in slow-moving streams and ponds with well-developed emergent freshwater marsh vegetation (Jennings and Hayes 1994).	No	No	None
Foothill Yellow-legged Frog *Rana boylii*	Special Concern	None	Special Concern	N/A	Generally prefer shallow water in flowing streams and rivers with some cobble substrate (Jennings and Hayes 1994).	No	No	None
Northwestern Pond Turtle *Clemmys marmorata marmorata*	Special Concern	None	Special Concern	N/A	Streams, ponds and lakes. Often associated with aquatic vegetation and riparian habitats.	No	No	None
California Horned Lizard *Phrynosoma coronatum frontale*	Special Concern	None	Special Concern	N/A	Scattered shrubs over exposed sandy substrates, annual grasslands, and riparian woodlands (Jennings and Hayes 1994).	No	No	None
Birds								

Table C-4 (Continued)
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
White-tailed Kite *Elanus leucurus*	Special Concern	None	Fully Protected	N/A	Grasslands with scattered dense-topped trees for nesting.	No	No	None
Bald Eagle *Haliaeetus leucocephalus*	Threatened – Proposed for de-listing	Endangered	Fully Protected	N/A	Shorelines, lakes, large rivers. Nests in large open trees.	No	No	None
American Peregrine Falcon *Falco peregrinus anatum*	Delisted (Special Concern)	Endangered	Fully Protected	N/A	Nests on ledges of cliffs. Forages in a variety of habitat preying mostly on other birds.	No	No	None
Western Yellow-billed Cuckoo *Coccyzus americanus occidentalis*	None	Endangered	None	N/A	Nests in dense riparian often mixed with cottonwoods and with a herbaceous understory.	No	No	None
Long-billed Curlew (nesting) *Numenius americanus*	Special Concern	None	Special Concern	N/A	Nests in wet meadows in northeastern California. Winters through the state in include large coastal estuaries, upland herbaceous areas, and croplands (CDFG 1983b)	No	No	None
Western Burrowing Owl (burrow sites) *Athene cunicularia*	Special Concern	None	Special Concern	N/A	Habitats with low-growing vegetation (grasslands, scrub, deserts). Dependent on burrowing mammals, especially California ground squirrels.	No	No	None

Table C-4 (Continued)
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Northern Spotted Owl *Strix occidentalis caurina*	Threatened	None	Special Concern	N/A	Mature coniferous forests or younger forests with groups of older trees.	No	No	None
Black Swift (nesting) *Cypseloides niger*	Special Concern	None	Special Concern	N/A	Nests on cliffs near water. One report from 1959, no known breeding records from Sonoma County	No	No	None
Vaux's Swift (nesting) *Chaetura vauxi*	Special Concern	None	Special Concern	N/A	Nesting habitat is large hollow trees and snags typically redwood and Douglas-fir forests (CDFG 1983a).	No	No	None
Rufous Hummingbird (nesting) *Selasphorus rufus*	Special Concern	None	None	N/A	Parks and gardens, in chaparral, and in meadows, forest edges, and riparian thickets of coniferous woodlands. No nesting records in Sonoma County (Burridge 1995).	No	No	None
Allen's Hummingbird (nesting) *Selasphorus sasin*	Special Concern	None	None	N/A	Pacific coastal fog belt, inhabiting meadows, moist canyon bottoms, humid woody or brushy ravines, brushy edges of coniferous forest, coastal chaparral, and parks	No	No	None

Table C-4 (Continued)
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Lewis' Woodpecker (nesting) *Melanerpes lewis*	Special Concern	None	None	N/A	Mature forests including logged and burnt areas. Nests at higher elevations	No	No	None
Little Willow Flycatcher *Empidonax trailli brewsteri*	Special Concern	Endangered	None	N/A	Montane meadows and willow riparian habitats. No known breeding populations in Sonoma Co. (CDFG 2000a).	No	No	None
Loggerhead Shrike (nesting) *Lanius ludovicianus*	Special Concern	None	Special Concern	N/A	Grasslands for foraging and associated riparian and scrub for nesting.	No	No	None
Bank Swallow (nesting) *Riparia riparia*	Special Concern	Threatened	None	N/A	Colonial nests in vertical sandy river banks and sand dunes (CDFG 2000b).	No	No	None
Oak Titmouse *Baeolophus inornatus*	Species of Local Concern	None	None	N/A	Oak savanna and woodlands.	No	No	None
California Thrasher *Toxostoma redivium*	Special Concern	None	None	N/A	Dense chaparral and riparian habitats.	No	No	None
Grasshopper Sparrow *Ammodramus savannarum*	Special Concern	None	None	N/A	Use a variety of tall- and mixed-grass habitats including native prairies, hayfields, pastures, and grassy fallow fields.	No	No	None

Table C-4 (Continued)
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
Tricolored Blackbird (nesting colony) *Agelaius tricolor*	None	None	Special Concern	N/A	Colonial nester that uses tulles or bulrush for nesting. Also requires open water and nearby source of insects to prey on.	No	No	None
Mammals								
Townsend's (Pacific) Western Big-eared Bat *Corynorhinus townsendii townsendii*	Special Concern	None	Special Concern	N/A	Well distributed throughout a variety of habitats (coniferous forests, oak woodlands, broad-leaf forests, grasslands, etc). Roosts in caves, buildings, tunnels, and other human structures (Williams 1986).	Yes, old buildings may provide potential roosting habitat.	No	Very Low, not reported from Sonoma County (CNDDB 2003).
Long-eared Myotis *Myotis evotis*	Special Concern	None	None	N/A	Found in all brush, woodland, and forest habitats from sea-level to 9000 feet.	No	No	None
Fringed Myotis *Myotis thysanodes*	Special Concern	None	None	N/A	Pinyon-juniper, valley foothill hardwood and hardwood-conifer, generally at 4000-7000 ft. Most common roosts are in caves, mines, buildings, and crevices (CDFG 1999a)	No	No	None
Long-legged Myotis *Myotis volans*	Special Concern	None	None	N/A	Woodland and forest habitats above 4000 ft. Forages in chaparral, and	No	No	None

Table C-4 (Continued)
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	**Federal**	**State**	**CDFG[2]**	**CNPS[3]**	**Habitat**	**Habitat Present**	**Observed**	**Potential Project Affect**
					coastal scrub habitats, and in early successional stages of woodlands and forests. Roosts in rock crevices, buildings, under tree bark, in snags, mines, and caves. (CDFG 1999b)			
Yuma Myotis *Myotis yumanensis*	Special Concern	None	None	N/A	Optimal habitats are open forest and woodlands with sources of water for feeding.	No	No	None
Western Mastiff Bat *Eumops perotis californicus*	Special Concern	None	Special Concern	N/A	Roost in cracks on cliff faces and buildings. They may forage quite some distance from the roosting locations (Williams 1986)	Yes, old buildings may provide potential roosting habitat.	No	Very Low, not reported from Sonoma County (CNDDB 2003).

Table C-4 (Continued)
Sensitive Animal Species Potentially Occurring within the City of Santa Rosa Transit-Oriented Redevelopment Project Area

	Status[1]							
Species Name	Federal	State	CDFG[2]	CNPS[3]	Habitat	Habitat Present	Observed	Potential Project Affect

Footnotes:

[1] Endangered and threatened are a species status under the California or Federal Endangered Species Act, Federal species of concern and candidate species do not receive any statutory protection under the Federal ESA.

[2] California Department of Fish and Game. Species designated as Species of Concern by CDFG are to be mitigated for under CEQA. A protected designation indicates that these species are fully protected under the Fish and Game Code and cannot be taken or possessed without a permit from the Fish and Game Commission or CDFG.

[3] California Native Plant Society. Species on List 1A are believed to be extinct within California. Species on List 1B are rare or endangered in California and elsewhere in their range.

[4] Delisted species will be monitored for five years.

[5] The Sonoma County population of California tiger salamander was listed as endangered by the USFWS in an emergency rule on March 19, 2003 (68 FR 13498).

References:

Burridge, B. (editor) 1995. Sonoma County Breeding Bird Atlas – Detailed maps and accounts for our nesting birds. A project of Madrone Audubon Society.

CDFG (California Department of Fish and Game) 1983a. California's Wildlife, Birds, Vaux's Swift. California Wildlife Habitat Relationships System. Available online at: http://www.dfg.ca.gov/whdab/B281.html

CDFG (California Department of Fish and Game) 1983b. California's Wildlife, Birds, Long-billed curlew. California Wildlife Habitat Relationships System. Available online at: http://www.dfg.ca.gov/whdab/B173.html

CDFG (California Department of Fish and Game) 1999a. Fringed Myotis Available online at: http://sibr.com/mammals/M026.html

CDFG (California Department of Fish and Game) 1999b. Long-legged Myotis Available online at: http://sibr.com/mammals/M027.html

CDFG (California Department of Fish and Game) 2000a. The Status of Rare, Threatened, and Endangered Animals and Plants in California, Willow Flycatcher. Available online at: http://www.dfg.ca.gov/hcpb/species/jsp/more_info.jsp?specy=birds&idNum=75

CDFG (California Department of Fish and Game) 2000b. The Status of Rare, Threatened, and Endangered Animals and Plants in California, Bank Swallow. Available online at: http://www.dfg.ca.gov/hcpb/species/jsp/more_info.jsp?specy=birds&idNum=81

CNDDB (California Natural Diversity Data Base), 2003. Commercial version, information dated May 5, 2003. California Department of Fish and Game

Jennings, M.R. and M.P. Hayes, 1994. Amphibian and reptile species of Special Concern in California. Final Report, Inland Fisheries Division, California Department of Fish and Game. 255 pp.

Williams, D.F., 1986. Mammal species of Special Concern in California. Administrative Report 86-1, Wildlife Management Division, California Department of Fish and Game. 112 pp.