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Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2006

Project Title: Santa Rosa Downtown Station Area Specific Plan (DSASP) Update

Lead Agency: City of Santa Rosa

Contact Name: Amy Lyle, Supervising Planner

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Project Location: Santa Rosa (*City*) Sonoma (*County*)

Project Description (Proposed actions, location, and/or consequences).

Santa Rosa is located in central Sonoma County, about 55 miles north of San Francisco (see Figure 1). The planning area covers approximately 720 acres surrounding the Downtown Santa Rosa Sonoma-Marin Area Rail Transit (SMART) Station in the heart of the city. The Proposed Plan is an update to the 2007 DSASP intended to streamline and simplify the regulatory framework, facilitate development consistent with the community vision for the planning area, and update development standards and design guidelines to promote vibrant, livable environments downtown. A summary of key components is provided below and a more detailed description is included in the attached Initial Study. The Proposed Plan makes certain changes to the land uses, development regulations, and circulation improvements envisioned in the 2007 Plan that could potentially result in new or substantially more severe impacts as compared to those analyzed and mitigated in the 2007 EIR. Additionally, since certification of the 2007 EIR, the California Natural Resources Agency has adopted updates to the CEQA Guidelines that represent a substantial change to the circumstances under which the Proposed Plan would be implemented. As such, the City has determined that an Subsequent EIR should be prepared.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

- Air Quality;
- Archaeological and Historic Resources;
- Tribal Cultural Resources;
- Groundwater Resources;
- Substantial Increases in Ambient Noise;
- Conflicts with programs, plans, ordinances or policies addressing the circulation system;
- Consistency with CEQA Guidelines section 15064.3, subdivision (b), requiring the analysis of vehicle miles travelled;
- Parks and Recreation;
- Energy and Greenhouse Gas Emissions; and
- Utilities and Service Systems.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

-Transportation. Caltrans requested that the EIR include an updated travel demand analysis that includes traffic data to reflect the existing conditions as well as the future 20 years after completion of construction, including updates to figures from the 2007 Draft EIR. The travel demand analysis should provide project related trip generation, distribution, and assignment estimates and evaluate potential queuing issues on freeway ramps. Caltrans also recommended that the Proposed Plan include transit connectivity enhancement, a robust Transportation Demand Management (TDM) program to reduce Vehicle Miles Traveled and greenhouse gas emissions, and transportation impact fees. Finally, Caltrans requested that the EIR and Proposed Plan identify proposed improvements to the pedestrian, bicycle, and transit networks.
-Greenhouse Gas Emissions. Caltrans stated that the Proposed Plan should include a robust Transportation Demand Management (TDM) Program to reduce VMT and GHG emissions. Caltrans recommended measures to promote smart mobility and reduce regional VMT including project design to encourage multimodal transportation, vehicle parking reductions, affordable housing, bicycle and pedestrian infrastructure, electric vehicle infrastructure, and trip reduction targets.
-Tribal Resources. There was one response to the Notice of Preparation (NOP) regarding topics covered in this section. The Native American Heritage Commission (NAHC) provided a brief summary of portions of Assembly Bill (AB) 52 and Senate Bill (SB) 18 as well as the NAHC's recommendations for conducting cultural resources assessments. Additionally, the Lytton Rancheria and Graton Rancheria tribes requested consultation.
No environmental impacts were classified as significant and unavoidable. Mitigation is required to reduce impacts associated with the health of sensitive receptors from substantial pollutant concentrations, the potential demolition of historic structures, and access to parkland to a less than significant level.

Provide a list of the responsible or trustee agencies for the project.

Dyett & Bhatia, Urban and Regional Planners
City of Santa Rosa