

# DRAFT SUPPLEMENTAL EIR SOMO Village Project

State Clearinghouse #2019060006



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# ES Executive Summary

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## ES.1 Overview

This chapter provides a summary of the Draft Supplement to the certified Sonoma Mountain Village Environmental Impact Report (EIR) prepared for the proposed SOMO Village project (proposed project). Included in this chapter is an overview of issue areas not evaluated in this Supplemental EIR (SEIR) and the conclusions of the environmental analysis, provided in detail in Chapters 3 and 4. Table ES-1 in this chapter provides a summary of the environmental effects of the proposed project and mitigation measures to reduce potential impacts to a less-than-significant level.

## ES.2 Document Purpose

The City of Rohnert Park (“City”) is the lead agency for preparation of this SEIR which will inform decision makers and the public of the potential significant environmental effects associated with the proposed project. This SEIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines; 14 CCR 15000 et seq.) published by the Public Resources Agency of the State of California.

This SEIR is a “Supplement to an EIR,” pursuant to CEQA Guidelines Section 15163. A supplement to an EIR examines only those additions or changes necessary to make the prior approved EIR adequate based on the proposed changes. Feasible mitigation measures are recommended, when applicable, that could reduce significant environmental impacts to a level of insignificance or avoid significant environmental impacts.

This SEIR focuses on the changes in the physical environment that could occur as a result of adoption of the modifications requested as part of the proposed project and whether these changes would result in new or substantially more severe significant impacts than identified in the certified Sonoma Mountain Village Program EIR (State Clearinghouse Number [SCH No.] 20070521116). The proposed modifications include increases in the number of single-family detached units and open space acreage, decreases in the number of ADUs and square footage of commercial/retail uses, relocation of a water tank from the main project site to an off-site location immediately adjacent to the City’s existing Water Tank #8<sup>1</sup>, and off-site road improvements that include modifying signal phasing and adding turn lanes. This SEIR includes evaluation of these proposed modifications. The environmental effects of the proposed project are addressed Chapter 3 and Chapter 4 of this SEIR.

## ES.3 Project Location

The approximately 176-acre main project site (Assessor Parcel Numbers: 046-051-045, 046-051-040, 046-051-042) occupies an area in the southeastern portion of the City of and is bounded by Bodway Parkway on

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<sup>1</sup> Tank #8 was analyzed as part of the University District Specific Plan EIR and Addenda (SCH No. 2003122014).

the east, Camino Colegio on the north, the Sonoma-Marin Area Rail Transit (“SMART”) right-of-way on the west, and Railroad Avenue on the south, as shown in Figure 2-2, Project Location.

The northern portion of the project site consists of approximately 98 acres of developed industrial buildings and supporting parking lots and landscaped areas (the former Agilent Technologies campus), which the applicant is currently improving and releasing, in accordance with its existing project approvals. The southern portion of the site, south of Valley House Drive consists of approximately 77 acres of undeveloped land.

The relocated water tank site, as shown in Figure 2-3 Relocated Water Tank, is located at 6626 Petaluma Hill Road (Assessor’s Parcel Number: 047-132-038), northeast of the main project site, in an unincorporated portion of the County on land owned by the City. The relocated water tank would be located adjacent to Water Tank #8, which is currently completing construction. The relocated water tank site is bordered by agricultural land to the north and south, and Crane Creek Regional Park to the east. Sonoma State University is located west of the relocated water tank site, across Petaluma Hill Road. Copeland Creek runs south of the site and Crane Creek runs north of the site.

## ES.4 Project Description

In 2010, the City approved the Sonoma Mountain Village project (prior approved project) and certified the Program EIR (SCH No. 20070521116). Since that time, the project applicant has requested approval of modifications to various discretionary entitlements in support of the proposed project. The proposed project includes a mix of residential and commercial uses similar to what was approved as part of the 2010 prior approved project. The proposed project includes a total of 1,694 single-family attached and detached residences plus 56 accessory dwelling units (ADUs) on 176 acres with a range of densities dependent on transect zone (from 2-9 units/acre in suburban areas and as many as 25-70 units/acre in the urban core); 823,000 square feet (sf) of commercial, light industrial and retail uses (includes the existing 700,000 sf of commercial uses); and 38.54 acres in public and private parks and open space (refer to Figure 2-5, Land Use). The project is envisioned as a mixed-use urban village designed around a central village center, which is comprised of a 2 acre village center park. Seven (7) transect zones (refer to Figure 2-6, Planned Development Zoning and Regulating Plan) would provide guiding land use and development criteria. The PD zones include T3: Suburban Zone, T4: General Urban Zone, T5: Urban Center Zone, T6: Urban Core Zone, T7: Light Industrial Zone, CS: Civic Space Zone, and CB: Civic Building Zone.

### **Potential Areas of Concern or Controversy/Issues to be Resolved**

Section 15123(b) (2) of the CEQA Guidelines requires that areas of controversy known to the lead agency must be stated in the executive summary prepared as part of the EIR. Section 15123(b)(3) of the Guidelines requires that an EIR identify issues to be resolved; this includes the choice among alternatives and whether or how to mitigate significant impacts. Issues of interest to the public and public agencies were identified during the 30-day public comment period for the NOP.

Concerns raised from public agencies and the public include potential traffic flow impacts, impacts to California Tiger Salamander [“CTS”] and other special-status wildlife and plants, impacts to wetlands and streams, and impacts to nesting birds. All of these concerns are addressed in this SEIR.

The NOP and comment letters received during the NOP review period are included in Appendix B of this SEIR.

## Summary of Project Alternatives

The following alternatives to the proposed project are evaluated in this SEIR:

- **No Project/No Development Alternative.** Under the No Project/No Development Alternative there would be no proposed project.
- **No Project/General Plan Buildout Alternative.** The No Project/General Plan Build Alternative would develop the site as originally approved by the City under the P-D zoning. This would be a more intense development than what is proposed under the No Project/No Development Alternative or the proposed project.
- **All Residential Development Alternative.** Under the All Residential Development Alternative, the project applicant would need to seek a zoning change and implement a conventional single-family residential development.
- **Reduced Density Alternative.** In the prior EIR, the Reduced Density alternative was included to mitigate traffic impacts on U.S. 101, reducing the number of residents to 101 single-family units and 64,500 sf of office space.
- **High Density Residential/Open Space Alternative.** The High Density Residential/Open Space Alternative consists of a revised land use plan that increases the number of proposed homes to 2,600 units and eliminates the commercial/office component. It also increases open space to provide improved recreational access and scenic view corridors.

## ES.5 Effects Found Consistent with Prior Analyses

To determine if the proposed project would potentially result in new or significantly more severe impacts than what was analyzed in the prior approved project, each technical section of the prior EIR was reviewed. Based on this review it was determined that the project would not result in new or significantly more severe impacts related to development of the main project site or the relocated water tank site in the following technical issues areas: Air Quality, Geology and Soils, Global Climate Change (Greenhouse Gases), Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services (including Recreation), Utilities and Service Systems, Wildfire, Energy, and Tribal Cultural Resources. In September 2016, Appendix G of the CEQA Guidelines was updated to include questions related to impacts to Tribal Cultural Resources in compliance with the passage of Assembly Bill 52 and in December 2018, the CEQA Guidelines were updated again and included the addition of Energy and Wildfire in Appendix G. While Tribal Cultural Resources, Energy, and Wildfire were not specifically analyzed as topics in the prior EIR, these topics were generally addressed within other sections of the EIR such that conclusions could be made about their levels of significance. Chapter 3, Impacts Determined Consistent with Prior Analyses, contains an overview of these impacts that would not change substantially due to the proposed project and why the effects associated with these issue areas, including Tribal Cultural Resources, Energy, and Wildfire, were therefore not further analyzed in Chapter 4 of this SEIR.

## ES.6 Environmental Impacts and Mitigation Measures

Table ES-1, Summary of Environmental Impacts and Mitigation Measures, provides a summary of the impact analysis and a summary of environmental impacts resulting from implementation of the project pursuant to CEQA Guidelines Section 15123(b)(1). For a more detailed discussion of project impacts, please see Chapter 3 and Chapter 4 of this SEIR. Table ES-1 also lists the level of significance of an impact prior to mitigation and lists all applicable mitigation measures identified for significant impacts, as well as providing the level of significance after mitigation.

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Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR				New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation		
Aesthetics and Urban Design (Chapters 3.1 and 4.1)							
a) Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant	Less than Significant	SOMO Site: Potentially Significant   <				

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Significant and Unavoidable	Significant and Unavoidable	SOMO Site: Significant and Unavoidable	<p><b>SOMO Site:</b> <b>MM 3.2-1</b>      <i>(MM 3.2-1[a] in the 2010 EIR)</i> Prior to construction, the project sponsor shall implement recommended dust control measures. To reduce particulate matter emissions during project excavation and construction phases, the project contractor(s) shall comply with the dust control strategies developed by the BAAQMD. The project sponsor shall include in construction contracts the following requirements or measures shown to be equally effective. Cover all trucks hauling soil, sand, and other loose construction and demolition debris from the site, or require all such trucks to maintain at least two feet of freeboard; Water all exposed or disturbed soil surfaces in active construction areas 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; Provide daily clean-up of mud and dirt carried onto paved streets from the site; 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; Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more); Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; Install wind breaks at the windward side(s) of construction areas; Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour over a 30-minute period or more; and To the extent possible, limit the area subject to excavation, grading, and other dust-generating construction activity at any one time.</p> <p><i>(MM 3.2-1[b] in the 2010 EIR)</i> Prior to grading, the project sponsor shall designate a dust control coordinator. To facilitate control of dust during construction and demolition phases, the project sponsor shall include a dust control coordinator in construction contracts. All construction sites shall 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.</p> <p><i>(MM 3.2-1[c] in the 2010 EIR)</i> Reduce emissions from heavy-duty diesel-powered equipment. The project contractor(s) shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the project site during project excavation and construction phases. The project sponsor shall include in construction contracts the following requirements or measures shown to be equally effective.</p> <p><b>MM 3.2-2</b>      <i>(MM 3.2-2 in the 2010 EIR, modified)</i><sup>2</sup> Since operational criteria pollutant emissions of the proposed project would exceed the thresholds of significance recommended by</p>	SOMO Site: Significant and Unavoidable	SOMO Site: No

<sup>2</sup> Mitigation measures in the Executive Summary’s Table ES-1 do not show text modifications (i.e., changes to the original language as presented in the 2010 EIR). However, the mitigation measures do indicate in parentheses ( ) if they are from the 2010 EIR, revisions of the 2010 EIR mitigation measures (**modified**), or new mitigation measures (**new**). Refer to Chapter 3 and Chapter 4 for detailed information on mitigation measure revisions.

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				the BAAQMD, the project sponsor shall include in the project design specifications the following minimum energy reduction measures or other measures shown to be equally effective: Use solar or low-emission water heaters in the residential and retail buildings; Provide energy-efficient heating, cooling, and other appliances, such as cooking equipment, refrigerators, and dishwashers; Provide energy-efficient and automated controls for air conditioning; Install ozone destruction catalyst on air conditioning systems, in consultation with the BAAQMD; Use light colored roof materials to reflect heat; Where feasible and appropriate, use light colored parking surface materials; Plant shade trees in parking lots to reduce evaporative emissions from parked vehicles. <b>Relocated Water Tank:</b> None required.		
			Relocated Water Tank: Less than Significant		Relocated Water Tank: Less than Significant	Relocated Water Tank: No
c) Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than Significant	Less than Significant	SOMO Site: Less than Significant  Relocated Water Tank: Less than Significant	SOMO Site and Relocated Water Tank: None required.	SOMO Site: Less than Significant  Relocated Water Tank: Less than Significant	SOMO Site: No  Relocated Water Tank: No
d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	Less than Significant	SOMO Site: Less than Significant  Relocated Water Tank: Less than Significant	SOMO Site and Relocated Water Tank: None required.	SOMO Site: Less than Significant  Relocated Water Tank: Less than Significant	SOMO Site: No  Relocated Water Tank: No
<b>Biological Resources (Chapters 3.3 and 4.2)</b>						
a) Would the project adversely affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant	Less than Significant	SOMO Site: Potentially Significant	SOMO Site: <b>MM 3.3-1</b> (MM 3.3-1[a] in the 2010 EIR) The project sponsor shall retain a qualified biologist, approved by the City, to conduct focused surveys on all undeveloped/unimproved project areas for special-status plant species including, but not limited to, Sonoma sunshine, fragrant fritillary, Burke's goldfields, Sebastopol meadowfoam, and showy Indian clover during the appropriate time of year (generally February through July), prior to issuance of a grading permit.  If no special-status plants are located during the surveys, no further mitigation would be required.  (MM 3.3-1[b] in the 2010 EIR) If any state or federally listed special-status plant species are found	SOMO Site: Less than Significant	SOMO Site: No

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				<p>during the surveys in areas that cannot be avoided during construction, the project sponsor shall consult with the appropriate agency (i.e., USFWS, CDFW, or both) to obtain an incidental take permit for the removal of any state or federally listed plant populations in the project site area. Specific mitigation measures detailing replacement methods and ratios the project sponsor would be responsible for would be developed as required by the agency, but would likely include transplanting existing populations, collection of seed for planting at a mitigation site, and either purchase of mitigation lands where the lost plants will be reestablished, or purchase of mitigation credits at an approved mitigation bank prior to issuance of a grading permit.</p> <p><b>(MM 3.3-1[c] in the 2010 EIR)</b> If any non-listed special-status plant species are found during the surveys in areas that cannot be avoided, the project sponsor shall notify CDFW within 24 hours so that an opportunity can be made available to salvage plants, soil or seed banks, for use in rare plant restoration in mitigation areas prior to issuance of a grading permit.</p> <p><b>MM 3.3-2 (MM 3.3-2[a] in the 2010 EIR, modified)</b> Prior to the issuance of grading permits for the Southern portion of the project (south of Valley House Drive), the project sponsor and/or their representatives shall initiate an informal consultation with the USFWS and CDFW to discuss measures to avoid a potential take of CTS during construction. Although details of these measures would be developed in consultation with the USFWS and CDFW, they would likely include:</p> <p>Retaining a qualified biologist, approved by the City, to conduct a preconstruction survey of the project site area to ensure that no potential upland retreat habitat has been created (i.e., through ground squirrel activity) since the 2004 habitat assessment,</p> <p>Seasonal restrictions on grading and construction to avoid the wet season dispersal period (i.e., October through March),</p> <p>Installation of drift fences around the perimeter of the construction area to prevent any CTS from moving into the area,</p> <p>Providing compensation for loss of CTS upland habitat, as required by the USFWS and CDFW (either through avoidance, or purchase of mitigation credits at a USFWS/CDFW approved bank), if any suitable habitat is found during the preconstruction surveys referenced above, and,</p> <p>Retaining qualified biologists, approved by the City, to monitor the project site area during construction to ensure that no CTS would be harmed.</p> <p>Assuming complete avoidance can be achieved, no incidental take permit from either CDFW or USFWS would be required. However, if CTS are discovered to be present in the project site area, and a “take” of the species cannot be avoided, Mitigation Measure 3.3-2(b) shall be required pursuant to the Santa Rosa Plain Conservation Strategy.</p> <p><b>(MM 3.3-2[b] in the 2010 EIR, modified)</b> Prior to construction or issuance of a grading permits for the Southern portion of the project , the project sponsor and/or their representatives shall initiate consultation with the USFWS (pursuant to Section 7 of the Federal Endangered Species Act) and CDFW (pursuant to Section 2081 of the California Endangered Species Act) to obtain an incidental take permits for loss of any individual CTS. Details of the requirements of the Incidental Take Permit would be developed during consultation with the USFWS and CDFW, but would likely include (but not be limited to) the following.</p> <p>Preparation of a Biological Assessment pursuant to Section 7 of the FESA for submission to the USFWS for their review.</p> <p>Retaining qualified, permitted biologists to monitor for, and potentially move CTS outside of the project site area.</p>		

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				<p>Payment of mitigation fees, and/or purchase of mitigation land to compensate for the loss of CTS and their habitat.</p> <p><b>MM 3.3-3 (MM 3.3-3[a] in the 2010 EIR, modified)</b> Prior to the issuance of a grading permits for the project, the project sponsor shall hire a qualified biologist, approved by the City, to conduct both nesting and wintering season surveys for burrowing owl to determine if the site is used by this species. The timing and methodology for the surveys are based on the Staff Report on Burrowing Owl Mitigation (CDFG 2012) and are summarized below. Refer to Appendix D of CDFG 2012 for additional detail. CDFW may require that these surveys be repeated annually if project construction is expected to span over two or more years.</p> <p>Winter (Non-Breeding) Season (September 1 through January 31)— Conduct at least four (4) visits, spread evenly, throughout the non-breeding season.</p> <p>Nesting Season (February 1 to August 31)— Conduct 4 survey visits: 1) at least one site visit between 15 February and 15 April, and 2) a minimum of three survey visits, at least three weeks apart, between 15 April and 15 July, with at least one visit after 15 June.</p> <p>In addition to the wintering and nesting season surveys, pre-construction surveys shall be conducted by a qualified biologist, approved by the City, within 14 days prior to the start of ground-disturbing work activities in known or suitable habitat areas. If burrowing owls are discovered during that survey, development of buffers or implementation of passive exclusion may be needed (MM 3.3-3(b) through 3.3-3(d)). A final clearance survey shall be conducted no more than 24 hours before ground disturbing activities All surveys shall be conducted in accordance with the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If the above surveys do not identify any burrowing owls on the project site, no further mitigation would be required. However, should any individual burrowing owls or burrowing owl nests be located, Mitigation Measure 3.3-3(b), Mitigation Measure 3.3-3(c), and Mitigation Measure 3.3-3(d) shall be implemented.</p> <p><b>(MM 3.3-3[b] in the 2010 EIR, modified)</b> If burrowing owls are discovered in the project area, the project sponsor shall notify the City and CDFW. A qualified biologist, approved by the City, shall implement a routine monitoring program and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion zone until such time that the burrows are determined to be unoccupied. The buffer zones shall be a minimum of 100 160 feet from an occupied burrow during the non-breeding season (September 1 through January 31), and a minimum of 656 feet from an occupied burrow during the breeding season (February 1 through August 31).</p> <p><b>(MM 3.3-3[c] in the 2010 EIR, modified)</b> The project sponsor shall provide appropriate passive relocation mitigation for project-related effects on the burrowing owl in consultation with CDFW. No relocation shall occur during the breeding season (i.e., passive relocation of burrowing owls can only be conducted during the non-breeding season). Mitigation can be conducted either on the project site, or at an off-site location that is approved by the CDFW. Preference is for on-site within open space areas, if possible.</p> <p><b>(MM 3.3-3[d] in the 2010 EIR)</b> The CDFW shall be consulted regarding the implementation of avoidance or passive relocation methods, and may require preparation of a Burrowing Owl Exclusion Plan, consistent with Appendix E of CDFG 2012). All activities that would result in a disturbance to burrows shall be approved by CDFW prior to implementation.</p>		

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

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	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
			Relocated Water Tank: Potentially Significant	<p><b>MM 3.3-4</b> (MM 3.3-4[a] in the 2010 EIR, modified) If construction is to occur between March 15 through August 30, the project sponsor, in consultation with the CDFW, shall conduct a pre-construction nesting bird survey of the project site within 14 days of when construction is planned to begin. The survey shall be conducted by a qualified biologist, approved by the City, to determine if any birds are nesting on or directly adjacent to the project site</p> <p>(MM 3.3-4[b] in the 2010 EIR, modified) The project sponsor shall avoid all active bird nests located in and directly adjacent to the project site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season. Any occupied nest shall be monitored by a qualified biologist, approved by the City, to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be approved by the CDFW. The buffer zone shall be delineated by highly visible temporary construction fencing.</p> <p><b>MM 3.3-4[a]</b> (new) Pre-construction roosting bat surveys and evaluation of roosting habitat suitability for pallid bat shall be conducted by a qualified bat biologist familiar with these species within 14 days prior to any tree removal or construction activities that occurs during the breeding season (April through August). A qualified bat biologist shall have experience performing roosting bat surveys, and be able to identify guano and urine stains at a minimum. For trees, roosting habitat characteristics to be determined by the qualified bat biologist would be height and structure of the tree, presence of obscuring foliage, peeling or loose bark, cracks or gaps within the trunk or crotch of the tree, and/or presence of woodpecker holes. If the qualified biologist determines that the tree does not provide potential roosting habitat for pallid bat listed above, no further mitigation is required.</p> <p>Trees or structures determined to have potential roosting habitat shall be removed after the time when bat maternity roosts would be vacated (typically beginning in July/August), but before hibernation begins (typically in October/November). For pallid bat, this would limit tree removal to the time period from September to early October (Western Bat Working Group 2018). The trees shall be removed in the late afternoon hours or close to dusk so that any bats potentially using a tree as a day roost will be active and able to leave the roost, and if so, will be minimally impacted by thermal stress and able to locate an alternative roost nearby.</p> <p><b>Relocated Water Tank:</b></p> <p><b>MM 4.2-1</b> (new) <b>Rare Plant Surveys.</b> Prior to issuance of grading permits, focused surveys for special-status plant species shall be conducted by a qualified project biologist in accordance with the following protocol and guidance: CNPS Botanical Survey Guidelines (CNPS 2001); Protocols for Surveying and Evaluating Impacts to Special Status Native Populations and Sensitive Natural Communities (CDFW 2018); and U.S. Fish and Wildlife Service General Rare Plant Survey Guidelines (Cypher 2002). The pre-construction survey shall be conducted during a period when the target species are observable and identifiable (e.g., blooming period).</p> <p>If special-status plants are detected during pre-construction surveys, the location of the species will be mapped and the following measures will be implemented:</p> <p>1. If complete avoidance is possible, special-status plants in the vicinity of the disturbance will be temporarily fenced or prominently flagged and a buffer established around the populations to prevent inadvertent encroachment by vehicles and equipment during the activity. Buffer size will depend on the construction activity and sensitivity of the plant species, and may range in size from 10 to 50 feet.</p>	Relocated Water Tank: Less than Significant	Relocated Water Tank: Yes

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

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				<p>2. If avoidance is not possible, seeds/bulbs will be collected and stored in appropriate storage conditions (e.g., cool and dry), and dispersed/transplanted to an area that would not be impacted following the construction activity and reapplication of salvaged topsoil. The top 6 inches of topsoil will be salvaged, stockpiled, and replaced as soon as practicable after project completion. The salvaged topsoil shall be redistributed at the same depth and contoured to blend with surrounding grades.</p> <p>Additionally, while it is not expected that a federal or state-listed plant species will be observed during these surveys, the applicant shall consult with the applicable agency (i.e., CDFW and/or USFWS) and written concurrence for measures required for federal or state-listed plant species. As part of the consultation process, a plan to transplant federal or state-listed species will be developed and appropriate take permits obtained, if necessary. A transplantation plan for any observed state or federally listed plants will include the following at a minimum:</p> <ul style="list-style-type: none"><li>a) The area of occupied habitat to be preserved and removed.</li><li>b) Identification of on-site or off-site preservation, restoration, or enhancement locations.</li><li>c) Methods for preservation, restoration, enhancement, and/or translocation.</li><li>d) A replacement ratio and success standard of 1:1 for impacted individuals.</li><li>e) A monitoring program to ensure mitigation success.</li><li>f) Adaptive management and remedial measures in the event that performance stands are not achieved</li><li>g) Financial assurances and a mechanism for conservation of any mitigation lands required in perpetuity.</li></ul> <p><b>MM 4.2-2 (new) Install Construction Barrier Fencing to Protect Sensitive Biological Resources Adjacent to the Construction Zone.</b> The project proponent or its contractor will install orange construction barrier fencing to protect sensitive biological resources prior to any grading or construction. The construction specifications will require that a qualified biologist identify sensitive biological habitat on site and identify areas to avoid during construction. Sensitive resources that occur in and adjacent to the proposed construction area (study area) include Hinebaugh Creek, Copeland Creek, unnamed drainages, seasonal wetlands, oak trees, and any active bird nests. Any sensitive resources within the area that can be avoided by construction shall be fenced off to avoid disturbance in these areas.</p> <p><b>MM 4.2-3 (new) Compensate for Removal of Oak Trees and Protect Oak Trees to be Preserved</b></p> <p>Prior to the removal of any oak trees at the relocated water tank site, the project sponsor shall hire a licensed and certified arborist to inventory all trees slated to be removed and access, as directed by the City as to size, health, species and location. This inventory shall be provided to the City of Rohnert Park Development Services Department. Regardless of any relationship to a “larger project”, the project sponsor shall then comply with the requirements of the arborist’s report for tree protection (for any trees to be retained) and the provisions of Section 17.15.050 of the Rohnert Park Municipal Code for any trees to be removed, including payment of in-lieu fees, the replacement of trees, or both.</p> <p>Oak trees within the proposed project area will be avoided and protected as required by General Plan policies (see “Regulatory Setting”). Furthermore, as described under <b>MM 4.2-2</b>, oaks will be protected by installing orange construction barrier fencing to prevent activities that result in soil</p>		

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				<p>compaction beneath the canopy or over the root zone. Prior to construction near oak trees or any pruning of oak trees, if necessary, the contractor will implement general oak tree preservation guidelines, including, but not limited to the following best practices:</p> <p>No vehicles, construction equipment, mobile offices, or materials shall be parked, stored or located within the driplines of any oak trees.</p> <p>Install 4-foot tall, orange, synthetic mesh fencing outside the dripline of all trees greater than 6” dbh (diameter at breast height), or 10” dbh aggregate for multi-trunked trees. If site constraints do not allow for protection of a tree’s entire dripline, fence off as much of the dripline as possible.</p> <p>If work or traffic must proceed within the driplines, one of the following techniques shall be followed: (1) place 6-12 inches of mulch in the work or traffic area; (2) place at least 4 inches of mulch in the work or traffic area and then place sheets of ¾ inch plywood or 4x4 inch lumber; or (3) place 4 – 6 inches of gravel with geotextile fabric beneath.</p> <p>Soil surface removal greater than one foot shall not occur within the driplines of oak trees. No cuts shall occur within five feet of their trunks.</p> <p>If roots are encountered during soil excavation, they shall be carefully pruned rather than left torn or crushed. Roots greater than 1 inch in diameter must always be pruned, and finer roots shall ideally also be pruned. Cut roots as far away from the trunk as possible. Use loppers, a handsaw, or a small chain saw to make a clear vertical cut. Leave adjacent root bark intact.</p> <p>To the extent feasible, earthen fill greater than one foot deep shall not be placed within the driplines of oak trees, and no fill shall be placed within five feet of their trunks.</p> <p>Avoid paving within the driplines of preserved oak trees.</p> <p>Underground utility line trenching shall not be placed within the driplines of oak trees. If it is absolutely necessary to install underground utilities within the driplines of preserved oak trees, the trench shall either be bored or drilled but not within five feet of the trunk.</p> <p><b>MM 4.2-4 (new) Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the California Department of Fish and Game Guidelines for Burrowing Owl Mitigation, if Necessary.</b> Consistent with the Staff Report on Burrowing Owl Mitigation (CDFG 2012), the project applicant shall conduct breeding season surveys (a), non-breeding season surveys (b), and, if necessary, a take avoidance survey (c) prior to construction.</p> <p>a. Breeding Season Survey (February 1 – August 31): Conduct four survey visits as follows: (1) at least one survey shall be conducted between February 15 and April 15, and (2) a minimum of three survey visits shall occur, at least three weeks apart, between April 15 and July 15, with at least one visit after June 15. Surveys shall follow the methodology of the CDFG Staff Report on Burrowing Owl Mitigation, Appendix D for breeding season surveys.</p> <p>b. Non-Breeding Season Survey (September 1 - January 31): Follow same methodology as above in a) Breeding Season Survey, but conduct at least four visits, spread evenly, throughout the non-breeding season. Surveys shall follow the methodology of Department of Fish and Game Staff Report on Burrowing Owl Mitigation, Appendix D for non-breeding season surveys.</p> <p>c. Take Avoidance Survey: If the breeding season surveys or non-breeding season surveys have been completed less than 14 days prior to construction, no further preconstruction surveys for burrowing owl are necessary. If more than 14 days have elapsed since one of the breeding season or non-breeding season surveys have occurred, a qualified biologist meeting requirements listed in the CDFG Staff Report on Burrowing Owl Mitigation survey methodology shall conduct take avoidance surveys within the project site within 14 days prior to construction to identify burrowing</p>		

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				<p>owls or their nesting areas. This survey shall follow survey protocols as developed by the Burrowing Owl Consortium in consultation with CDFW (CDFG 2012). If no active burrows or burrowing owls are observed, no further mitigation is required. If a lapse in construction of 15 days or longer occurs during the nesting season, additional take avoidance surveys shall be repeated before work may resume.</p> <p>d. If burrowing owls or active burrows are identified within the project site during the preconstruction surveys described in (a), (b), and (c) above, the following measures shall be implemented. While minimum buffers are suggested below, appropriate buffers shall be determined by the City in consultation with CDFW:</p> <p>1. During the non-breeding season for burrowing owls (September 1 through January 31), exclusion zones shall be established around any active burrows identified during the survey. The exclusion zone shall be no less than 160 feet in radius centered on the active burrow. With approval from the City after consultation with CDFW, burrowing owls shall be passively evicted and relocated from the burrows using one-way doors. The one-way doors shall be left in place for a minimum of 48 hours and shall be monitored daily to ensure proper function. Upon the end of the 48-hour period, the burrows shall be excavated with the use of hand tools and refilled to discourage reoccupation.</p> <p>2. During the breeding season (February 1 through August 31), a qualified biologist familiar with the biology and behavior of this species shall establish exclusion zones of at least 250 feet in radius centered on any active burrow identified during the survey. No construction activities shall occur within the exclusion zone as long as the burrow is active and young are present. Once the breeding season is over and young have fledged, passive relocation of active burrows may proceed as described in measure b.1, above.</p> <p>3. The buffer widths may be reduced with the following measures:</p> <ul style="list-style-type: none"><li>A site specific analysis, reviewed and approved by City after consultation with CDFW, shall be prepared that documents and describes how the nesting or wintering owls would not be adversely affected by construction activities;</li><li>Monitoring shall occur by a qualified biologist for a minimum of 10 consecutive days following initiation of construction indicating that the owls do not exhibit adverse reactions to construction activities;</li><li>Burrows are not in danger of collapse due to equipment traffic; and</li><li>Monitoring is continued at least once a week through the nesting/wintering cycle at the site and no change in behavior by owls is observed; biological monitoring reports shall be submitted to CDFW.</li></ul> <p><b>MM 4.2-5 (new) Avoid Disturbance of Tree-, Shrub-, and Ground-Nesting Special-Status and Non- Special-Status Migratory Birds.</b> Causing the abandonment or removing active nests (with eggs or young) of Cooper’s hawk, white-tailed kite, northern harrier, loggerhead shrike, yellow warbler, yellow-breasted chat, horned lark, and grasshopper sparrow and many other non-special-status migratory birds violates the California Fish and Game Code and the federal MBTA. To avoid this impact, one or more of the following options will be implemented as part of development projects</p>		

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				<p>within the study area, depending on the timing of construction as specified below, and under the supervision of a qualified biologist.</p> <p>If construction activities are scheduled to occur during the breeding season for these species (generally between March 1 and August 15), a qualified wildlife biologist will be retained to conduct the following focused nesting surveys within the appropriate habitat:</p> <p>Tree- and shrub-nesting surveys will be conducted in riparian and oak woodland habitats within or adjacent to the construction work area to look for Cooper’s hawk, white-tailed kite, loggerhead shrike, yellow warbler and yellow-breasted chat.</p> <p>Ground-nesting surveys will be conducted in annual grasslands, seasonal wetlands, and agricultural areas within and adjacent to the construction work area to look for northern harrier, horned lark, and grasshopper sparrow and non-special-status migratory birds and raptors.</p> <p>The surveys should be conducted within 1 week prior to initiation of construction activities within those habitats and at any time between March 1 and August 15. If no active nests are detected during surveys, then no additional mitigation is required.</p> <p>If construction activities are scheduled to occur during the breeding season (generally between March 1 and August 15), and if surveys indicate that special-status or non-special-status migratory bird nests are found in any areas that would be directly affected by construction activities, a no-disturbance buffer will be established around the site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged (usually late-June to mid-July). The extent of these buffers will be determined by a wildlife biologist and will depend on the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances.</p> <p>If construction activities begin prior to the breeding season (i.e., if construction activity begins between September 1 and February 28), then construction can proceed until it is determined that an active special-status or non-special-status migratory bird or raptor nest is subject to abandonment as a result of construction activities. Construction activities should be in full force, including at a minimum, grading of the site and development of infrastructure. A minor activity that initiates construction but does not involve the full force of construction activities will not qualify as “pre-existing construction.” Optimally, the project site will be entirely graded so that there is no potential for nesting birds at the beginning of the breeding season (generally between March 1 and August 15). If special-status or other migratory birds nest in the vicinity of the project under this pre-existing construction condition, then it is assumed that they are habituated or will habituate to the construction activities. Under this scenario, the pre-construction survey should still be conducted on or after April 1 to identify any active nests in the vicinity, and active sites should be monitored by a wildlife biologist periodically until after the breeding season or after the young have fledged (usually late-June to mid-July). If active nests are identified on or immediately adjacent to the project site, then all non-essential construction activities (e.g., equipment storage, meetings, etc.) should be avoided in the immediate vicinity of the nest site; however, construction activities can proceed.</p> <p><b>MM 4.2-6 (new) Avoid the Introduction or Spread of Noxious Weeds into Previously Uninfested Areas.</b> To prevent the introduction of new noxious weeds or spread of existing noxious</p>		

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				weeds in the study area, the project proponent or its contractors will implement the following measures during construction activities: <ul style="list-style-type: none"><li>Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations.</li><li>Clean construction equipment at designated wash stations before entering and upon leaving the construction work area.</li><li>Seed all disturbed areas on which there has been no construction within the same season with certified weed-free native mixes or certified weed-free rice straw.</li><li>Conduct a follow-up inventory of the construction area to verify that construction activities have not resulted in the introduction of new noxious weed infestations.</li><li>If new noxious weed infestations are located during the follow-up inventory, contact the appropriate resource agency to determine the appropriate species-specific treatment methods.</li></ul>		
b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	Less than Significant	Less than Significant	<b>SOMO Site:</b> No Impact  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> No Impact  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant	Less than Significant	<b>SOMO Site:</b> Potentially Significant	<b>SOMO Site:</b> <b>MM 3.3-5</b> (MM 3.3-5[a] in the 2010 EIR, modified) Prior to the issuance of a grading permit for phases with the potential to impact wetlands, the project sponsor shall retain a qualified biologist, approved by the City, to conduct a re-verification of the 2002 wetland delineation at the site in accordance with the 1987 Manual. This delineation shall also be expanded to include that portion of the northern half of the project area comprising a detention basin in the northwest corner of the site. The delineation report shall be updated and submitted to the USACE for re-verification prior to the issuance of grading permits. If it is determined by the USACE that these features are jurisdictional, then the project sponsor would have the following options: avoidance, removal and replacement mitigation, or a combination thereof. If the avoidance option is adopted, a minimum 100 foot wetland buffer zone setback would be established. The project sponsor shall coordinate with the USACE to ensure that the most feasible mitigation option is incorporated.  (MM 3.3-5[b] in the 2010 EIR) Where avoidance of existing wetlands is not feasible, then mitigation measures shall be implemented for the project related loss of any existing wetlands on site, such that there is no-net loss of wetland acreage or habitat value. Wetland habitat acreage replacement can be greater than the acreage of wetlands that fall under the jurisdiction of the USACE and/or the RWQCB. (i) Wetland mitigation shall be developed as a part of the Section 404 CWA permitting process, or for non-jurisdictional wetlands, during permitting through the RWQCB and/or CDFW. Mitigation is to be provided prior to issuance of grading permits for phases with the potential to impact wetlands. Mitigation could include purchase of the appropriate amount of credits from a Santa Rosa Plain mitigation bank. The exact mitigation ratio is variable, based on the type and value of the wetlands that would be affected by the project, but agency standards typically require a minimum of 1:1 for	<b>SOMO Site:</b> Less than Significant	<b>SOMO Site:</b> No

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			Relocated Water Tank: Potentially Significant	<p>preservation and 1:1 for the construction of new wetlands. In addition, a wetland mitigation and monitoring plan shall be developed that includes the following:</p> <p>Descriptions of the wetland types, and their expected functions and values; Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five to ten years; Engineering plans showing the location, size and configuration of wetlands to be created or restored; An implementation schedule showing that construction of mitigation areas will commence prior to or concurrently with the initiation of project construction; and A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/or an endowment held by an approved conservation organization, government agency or mitigation bank).</p> <p>(ii) Mitigation is to be provided prior to the issuance of grading permits for phases with the potential to impact wetlands, the project sponsor shall acquire all appropriate wetland permits. These permits may include but are not limited to a Section 404 Wetlands Fill Permit from the USACE, or a Report of Waste Discharge from the RWQCB, a Section 401 Water Quality Certification from the RWQCB, and, if necessary, a Section 1601 Streambed Alteration Agreement from the CDFW.</p> <p><b>Relocated Water Tank:</b> <b>MM 4.2-2 (new) Install Construction Barrier Fencing to Protect Sensitive Biological Resources Adjacent to the Construction Zone.</b> The project proponent or its contractor will install orange construction barrier fencing to protect sensitive biological resources prior to any grading or construction. The construction specifications will require that a qualified biologist identify sensitive biological habitat on site and identify areas to avoid during construction. Sensitive resources that occur in and adjacent to the proposed construction area (study area) include Hinebaugh Creek, Copeland Creek, unnamed drainages, seasonal wetlands, oak trees, and any active bird nests. Any sensitive resources within the area that can be avoided by construction shall be fenced off to avoid disturbance in these areas.</p> <p><b>MM 4.2-3 (new) Compensate for Removal of Oak Trees and Protect Oak Trees to be Preserved</b> Prior to the removal of any oak trees at the relocated water tank site, the project sponsor shall hire a licensed and certified arborist to inventory all trees slated to be removed and access, as directed by the City as to size, health, species and location. This inventory shall be provided to the City of Rohnert Park Development Services Department. Regardless of any relationship to a “larger project”, the project sponsor shall then comply with the requirements of the arborist’s report for tree protection (for any trees to be retained) and the provisions of Section 17.15.050 of the Rohnert Park Municipal Code for any trees to be removed, including payment of in-lieu fees, the replacement of trees, or both.</p> <p>Oak trees within the proposed project area will be avoided and protected as required by General Plan policies (see “Regulatory Setting”). Furthermore, as described under <b>MM BIO-4.2-2</b>, oaks will be protected by installing orange construction barrier fencing to prevent activities that result in soil compaction beneath the canopy or over the root zone. Prior to construction near oak trees or any pruning of oak trees, if necessary, the contractor will implement general oak tree preservation guidelines, including, but not limited to the following best practices:</p>	Relocated Water Tank: Less than Significant	Relocated Water Tank: No

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				<p>No vehicles, construction equipment, mobile offices, or materials shall be parked, stored or located within the driplines of any oak trees.</p> <p>Install 4-foot tall, orange, synthetic mesh fencing outside the dripline of all trees greater than 6” dbh (diameter at breast height), or 10” dbh aggregate for multi-trunked trees. If site constraints do not allow for protection of a tree’s entire dripline, fence off as much of the dripline as possible.</p> <p>If work or traffic must proceed within the driplines, one of the following techniques shall be followed: (1) place 6-12 inches of mulch in the work or traffic area; (2) place at least 4 inches of mulch in the work or traffic area and then place sheets of ¾ inch plywood or 4x4 inch lumber; or (3) place 4 – 6 inches of gravel with geotextile fabric beneath.</p> <p>Soil surface removal greater than one foot shall not occur within the driplines of oak trees. No cuts shall occur within five feet of their trunks.</p> <p>If roots are encountered during soil excavation, they shall be carefully pruned rather than left torn or crushed. Roots greater than 1 inch in diameter must always be pruned, and finer roots shall ideally also be pruned. Cut roots as far away from the trunk as possible. Use loppers, a handsaw, or a small chain saw to make a clear vertical cut. Leave adjacent root bark intact.</p> <p>To the extent feasible, earthen fill greater than one foot deep shall not be placed within the driplines of oak trees, and no fill shall be placed within five feet of their trunks.</p> <p>Avoid paving within the driplines of preserved oak trees.</p> <p>Underground utility line trenching shall not be placed within the driplines of oak trees. If it is absolutely necessary to install underground utilities within the driplines of preserved oak trees, the trench shall either be bored or drilled but not within five feet of the trunk.</p> <p><b>MM 4.2-6 (new) Avoid the Introduction or Spread of Noxious Weeds into Previously Uninfested Areas.</b> To prevent the introduction of new noxious weeds or spread of existing noxious weeds in the study area, the project proponent or its contractors will implement the following measures during construction activities:</p> <ul style="list-style-type: none"><li>• Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations.</li><li>• Clean construction equipment at designated wash stations before entering and upon leaving the construction work area.</li><li>• Seed all disturbed areas on which there has been no construction within the same season with certified weed-free native mixes or certified weed-free rice straw.</li><li>• Conduct a follow-up inventory of the construction area to verify that construction activities have not resulted in the introduction of new noxious weed infestations.</li><li>• If new noxious weed infestations are located during the follow-up inventory, contact the appropriate resource agency to determine the appropriate species-specific treatment methods.</li></ul>		
d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

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Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				Underground utility line trenching shall not be placed within the driplines of oak trees. If it is absolutely necessary to install underground utilities within the driplines of preserved oak trees, the trench shall either be bored or drilled but not within five feet of the trunk.		
f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant	Less than Significant	SOMO Site: Potentially Significant	<b>SOMO Site:</b> <b>MM 3.3-2</b> <i>(MM 3.3-2[a] in the 2010 EIR, modified)</i> Prior to the issuance of a grading permits for the Southern portion of the project (south of Valley House Drive), the project sponsor and/or their representatives shall initiate an informal consultation with the USFWS and CDFW to discuss measures to avoid a potential take of CTS during construction. Although details of these measures would be developed in consultation with the USFWS and CDFW, they would likely include: Retaining a qualified biologist, approved by the City, to conduct a preconstruction survey of the project site area to ensure that no potential upland retreat habitat has been created (i.e., through ground squirrel activity) since the 2004 habitat assessment, Seasonal restrictions on grading and construction to avoid the wet season dispersal period (i.e., October through March), Installation of drift fences around the perimeter of the construction area to prevent any CTS from moving into the area, Providing compensation for loss of CTS upland habitat, as required by the USFWS and CDFW (either through avoidance, or purchase of mitigation credits at a USFWS/CDFW approved bank), if any suitable habitat is found during the preconstruction surveys referenced above, and, Retaining qualified biologists, approved by the City, to monitor the project site area during construction to ensure that no CTS would be harmed. Assuming complete avoidance can be achieved, no incidental take permit from either CDFW or USFWS would be required. However, if CTS are discovered to be present in the project site area, and a “take” of the species cannot be avoided, Mitigation Measure 3.3-2(b) shall be required pursuant to the Santa Rosa Plain Conservation Strategy. <i>(MM 3.3-2[b] in the 2010 EIR, modified)</i> Prior to construction or issuance of a grading permits for the Southern portion of the project , the project sponsor and/or their representatives shall initiate consultation with the USFWS (pursuant to Section 7 of the Federal Endangered Species Act) and CDFW (pursuant to Section 2081 of the California Endangered Species Act) to obtain an incidental take permits for loss of any individual CTS. Details of the requirements of the Incidental Take Permit would be developed during consultation with the USFWS and CDFW, but would likely include (but not be limited to) the following: Preparation of a Biological Assessment pursuant to Section 7 of the FESA for submission to the USFWS for their review. Retaining qualified, permitted biologists to monitor for, and potentially move CTS outside of the project site area. <ul style="list-style-type: none"><li>Payment of mitigation fees, and/or purchase of mitigation land to compensate for the loss of CTS and their habitat.</li></ul> <b>Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant	<b>SOMO Site:</b> No
					Relocated Water Tank:	

Table ES-1  
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	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
			Relocated Water Tank: No Impact		No Impact	Relocated Water Tank: No
<b>Cultural Resources (Chapters 3.3 and 4.3)</b>						
a) Would the project cause a substantial adverse change in the significance of historical resources pursuant to CEQA Section 15064.5?	Potentially Significant	Less than Significant	SOMO Site: Potentially Significant	<p><b>SOMO Site:</b>  <b>MM 3.4-1</b>     <i>(MM 3.4-1 in the 2010 EIR)</i> Prior to ground breaking the project sponsor shall provide construction specifications, inclusive of earth-disturbance required for the project, that instruct operators of site-grading and excavation equipment to be observant for unusual or suspect archaeological materials that may surface from below during site-grading and excavation operations. Archaeological materials include features such as concentrations of artifacts or culturally modified (darkened) soil deposits including trash pits older than fifty years of age. In the event that unknown archaeological remains are discovered during subsurface excavation and construction, land alteration work in the vicinity of the find shall 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. If prehistoric archeological deposits are discovered, local Native American organizations shall 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 shall be enforced.</p> <p>If subsequent investigations result in the recording of prehistoric archeological sites that cannot be avoided and preserved, and the importance of the cultural deposits cannot be determined from surface evidence, then subsurface testing programs shall take place to make such determinations. Testing procedures shall be designed to specifically determine the boundaries of sites, the depositional integrity, and the cultural importance of the resources, as per CEQA criteria. These investigations shall be conducted by qualified professionals knowledgeable in regional prehistory. The testing programs shall be conducted within the context of appropriate research considerations and shall result in detailed technical reports that define the exact disturbance implications for important resources and present comprehensive programs for addressing such disturbances. Measures similar to the ones described below would also apply:</p> <ul style="list-style-type: none"> <li>Avoidance of an archaeological site through modification of the roadway plan line that would allow for the preservation of the resource</li> <li>Covering or “capping” sites with a protective layer of fill; this could be a good way of mitigating situations where public access may be increased as a result of development.</li> </ul> <p>Archaeological monitoring during the filling process would be recommended</p> <p>In circumstances where archaeological deposits cannot be preserved through avoidance or capping, data recovery through excavation would be the alternative. This measure would consist of excavating those portions of the site(s) that would be adversely affected. The work shall be accomplished within the context of detailed research and in accordance with current professional standards. The program should result in extraction of sufficient volumes of archaeological data so that important regional research considerations can be addressed. The excavation should be accomplished by qualified professionals and detailed technical reports should result.</p>	SOMO Site: Less than Significant	SOMO Site: No

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	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
			Relocated Water Tank: Less than Significant	In considering subsurface testing and excavations of prehistoric archaeological sites, consultation with the local Native American community is essential; all aspects of the programs, including the treatment of cultural materials and particularly the removal, study and reinternment of Native American burials shall be addressed. All applicable State and local legal requirements concerning these issues shall be strictly adhered to. <b>Relocated Water Tank:</b> None required.	Relocated Water Tank: Less than Significant	Relocated Water Tank: No
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	Potentially Significant	Less than Significant	SOMO Site: Potentially Significant  Relocated Water Tank: Potentially Significant	SOMO Site: Refer to <b>MM 3.4-1</b> .  Relocated Water Tank: <b>MM 4.3-1 (new)</b> The City shall require that Native American and archaeological monitors are present during all initial ground-disturbing activities with the potential to encounter Native American cultural resources. A technical report with monitoring recommendations shall be prepared by a qualified archaeologist to guide the actions of monitors and construction crews in the event of an archaeological discovery. Archaeological and Native American monitoring may be adjusted at the recommendation of the qualified archaeologist, and in consultation with the City, based on inspection of exposed subsurface soils and their observed potential to contain intact cultural deposits or material. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.	SOMO Site: Less than Significant  Relocated Water Tank: Less than Significant	SOMO Site: No  Relocated Water Tank: No
c) Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant	Less than Significant	SOMO Site: Potentially Significant	SOMO Site: <b>MM 3.4-2 (MM 3.4-2 in the 2010 EIR)</b> If human remains are discovered during any phase of project construction, all ground-disturbing activities within 50 feet of the remains shall be halted and the County coroner notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific discovery site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including excavation and removal of the human remains taking into account the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98, to the satisfaction of the City of Rohnert Park Planning Department. Mitigation Measure 3.4-2 shall be implemented prior to the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.  Relocated Water Tank:	SOMO Site: Less than Significant  Relocated Water Tank:	SOMO Site: No

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
			<b>Relocated Water Tank:</b> Potentially Significant	<b>MM 4.3-2 (new)</b> In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	Less than Significant	<b>Relocated Water Tank:</b> No
<b>Geology and Soils/Mineral Resources (Chapter 3.5)</b>						
<b>a)</b> Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) Strong seismic groundshaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides.	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>b)</b> Would the project result in substantial soil erosion or the loss of topsoil?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>c)</b> Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>d)</b> Would the project be located on expansive soil, as defined in Section 1802.3.2 of the 2007 CBC creating substantial direct or indirect risks to life or property?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

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e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	N/A	N/A	<b>SOMO Site:</b> No Impact  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> No Impact  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>Global Climate Change (Chapter 3.14)</b>						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>Hazards and Hazardous Materials (Chapter 3.6)</b>						
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No

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b) Would the project create a significant hazard to the public or the environment through reasonably-foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant	Less than Significant	SOMO Site: Potentially Significant	<b>SOMO Site:</b> <b>MM 3.6-1</b> <i>(MM 3.6-1 in the 2010 EIR)</i> Prior to project grading, a Phase II Environmental Site Assessment (ESA) shall be conducted by the project sponsor in areas of known concern identified in the Phase I ESA. These areas are near the chemical storage areas, near the existing diesel UST, near the historic diesel fuel spill site, near the nitrogen above ground storage tank and near the solvent pit tank. This investigation shall involve the collection and analysis of soil and groundwater samples. Sampling shall extend at least to depths proposed for site grading or excavation, and samples shall be tested for elevated levels of petroleum hydrocarbons, volatile organic compounds, or lead. This assessment shall be completed by a Registered Environmental Assessor, Registered Geologist, Professional Engineer, or similarly qualified individual prior to initiating any earth-moving activities at the project site. Soils with concentrations of hazardous substances above regulatory threshold limits shall be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with approval of DTSC, Sonoma County Department of Public Health Services, or the Regional Water Quality Control Board (RWQCB). In the event that residual or unknown contamination is visually discovered during site grading or excavation activities, further investigations shall 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 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. 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 are 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. <b>MM 3.6-2</b> <i>(MM 3.6-2 in the 2010 EIR)</i> Prior to commencing the demolition, removal and/or remodeling or reconstruction of exterior or interior portions of existing buildings on the project site, the project sponsor shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor) to inspect the buildings. The specialist shall 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	SOMO Site: Less than Significant	SOMO Site: No

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				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, and the California Department of Toxic Substances Control. <b>Relocated Water Tank:</b> None required.		
			<b>Relocated Water Tank:</b> Less than Significant		<b>Relocated Water Tank:</b> Less than Significant	<b>Relocated Water Tank:</b> No
<b>c)</b> Would the project emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> Refer to <b>MM 3.6-1</b> and <b>MM 3.6-2</b> .  <b>Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>d)</b> Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>e)</b> For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	N/A	N/A	<b>SOMO Site:</b> No Impact  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>f)</b> Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>g)</b> Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>Hydrology/Water Quality (Chapter 3.7)</b>						
<b>a)</b> Would the project violate any water quality standards or waste discharge	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant	<b>SOMO Site:</b> No

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

[illegible]

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
			<b>Relocated Water Tank:</b> Less than Significant		Less than Significant	<b>Relocated Water Tank:</b> No
<b>Land Use and Planning (Chapter 3.8)</b>						
<b>a)</b> Would the project physically divide an established community?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>b)</b> Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>Noise (Chapter 3.9)</b>						
<b>a)</b> Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Significant and Unavoidable	Significant and Unavoidable	<b>SOMO Site:</b> Significant and Unavoidable  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> <b>MM 3.9-1</b> <i>(MM 3.9-1 in the 2010 EIR, modified)</i> A seven- to eight-foot-high solid concrete/masonry wall along the property line on the north side of Camino Colegio between Manchester Avenue and Mitchell Drive shall be constructed prior to commencement of construction activities on the project site adjacent to Camino Colegio. The wall shall be designed to be similar to the existing wall along Camino Colegio between Manchester Avenue and Mainsail Drive.  <b>MM 3.9-2</b> <i>(MM 3.9-2 in the 2010 EIR)</i> Implement Mitigation Measure 3.9-1 to ensure that exterior noise levels in the backyards of the homes located along Camino Colegio between Manchester Avenue and Mitchell Drive do not increase substantially. This would reduce the incremental impact to the residences along Camino Colegio to a less-than-significant level. No mitigation measure is available to reduce the noise impact for residences facing East Railroad Avenue.  <b>Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Significant and Unavoidable  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>b)</b> Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> <b>MM 3.9-1[a]</b> <i>(MM 3.9-1[a] in the 2010 EIR)</i> The project sponsor shall provide a disclosure statement to all prospective residents of the possibility of disruption of sleep due to vibration from ongoing on-site construction activity associated with project development.  <b>Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>c)</b> For a project located within the vicinity of a private airstrip or an airport land	N/A	N/A	<b>SOMO Site:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> No Impact	<b>SOMO Site:</b> No

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			<b>Relocated Water Tank:</b> No impact		<b>Relocated Water Tank:</b> No Impact	<b>Relocated Water Tank:</b> No
<b>Planning Policy and Relationships to Plans (refer to Chapter 3.10 and Table 3.10.1-1)</b>						
<b>Population and Housing (Chapter 3.11)</b>						
<b>a)</b> Would the project induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>b)</b> Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>Public Services and Recreation (Chapter 3.12)</b>						
<b>a)</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically-altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: i. Fire and police protection; ii. Schools; and iii. Other public facilities	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>b)</b> Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>c)</b> Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b>	<b>SOMO Site:</b> No

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
substantial physical deterioration of the facility would occur or be accelerated?			Relocated Water Tank: No Impact		No Impact	Relocated Water Tank: No
Transportation (Chapter 4.4) <sup>3</sup>						
a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Significant and Unavoidable	Significant and Unavoidable	SOMO Site: Significant and Unavoidable	MM 4.4-1 and 4.4-8: (MM 3.13-4 and 3.13-10 in the 2010 EIR, modified) Intersection #5 The project applicant shall contribute a proportionate share of funding to restripe the outer through lane on the westbound approach to a right-turn lane and add a right-turn overlap phase at the East Cotati Avenue/Old Redwood Highway intersection prior to the issuance of the 300th residential building permit for the project.  MM 4.4-2: (MM 3.13-5 and 3.13-11 in the 2010 EIR) Intersection #6 The project applicant shall contribute a proportionate share of funding toward the installation of a traffic signal at the intersection of East Cotati Avenue/La Salle Avenue, consistent with improvements identified in the Cotati General Plan, prior to the issuance of the 510th residential building permit.  MM 4.4-3 and MM 4.4-14: (MM 3.13-3 and 3.13-9 in the 2010 EIR, modified) Intersection #20 The project applicant shall contribute a fair share of the funding to widen the eastbound approach to include a left-turn pocket and widen the westbound approach to include a right-turn pocket at the intersection of Old Redwood Highway/Railroad Avenue prior to the issuance of the 510th building permit.  Prior to the issuance of the 1300th building permit, the project applicant shall contribute a fair share of the funding needed to complete the installation of a traffic signal at the intersection of Old Redwood Highway/Railroad Avenue.  MM 4.4-4: (MM 3.13-2 and 3.13-7 in the 2010 EIR, modified) Intersection #23 The project applicant shall contribute a fair share of the funding to widen the westbound approach to add a right-turn lane and a right-turn overlap signal phase on the same approach at the intersection of Petaluma Hill Road-Main Street/Adobe Road prior to the issuance of the 1500th residential building permit.  MM 4.4-5 and MM 4.4-9: (new) Intersection #7 Prior to the issuance of the first residential building permit, the project applicant shall modify the traffic signal at the intersection of East Cotati Avenue and Camino Colegio to include a protected-permitted left-turn phasing on Camino Colegio to ensure an acceptable LOS C shall be achieved.  The project applicant shall exercise good faith effort to acquire the necessary right-of-way to widen the eastbound approach of East Cotati Avenue/Camino Colegio and add a right-turn lane. If the applicant acquires the property or the property is acquired by the City, the project applicant shall	SOMO Site: Significant and Unavoidable  <	

<sup>3</sup> The transportation analysis focuses on the main project site traffic. Relocated water tank traffic would be nominal, and is anticipated to result in less-than-significant impacts and is not discussed further.

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				<p>widen the eastbound approach to add a right-turn lane prior to the issuance of the 1300th residential building permit.</p> <p><b>MM 4.4-6 and MM 4.4.15:</b> <i>(MM 3.13-1 and 3.13-6 in the 2010 EIR, modified)</i> <b>Intersection #22</b> Prior to the issuance of the 950th residential building permit the project applicant shall install a traffic signal and eastbound right-turn pocket at Petaluma Hill Road/Railroad Avenue to improve operation to an acceptable LOS B during both peak hours. The project applicant shall obtain an encroachment permit from Sonoma County to construct the identified improvements.</p> <p><b>MM 4.4-10:</b>     <i>(new)</i> <b>Intersection #8</b> Prior to the issuance of the first residential building permit) the project applicant shall modify the southbound approach to East Cotati Avenue/Snyder Lane to include a second left-turn lane within the existing right-of-way by narrowing the existing median.</p> <p><b>MM 4.4-11:</b>     <i>(new)</i> <b>Intersection #9</b> Prior to the issuance of the 250th residential building permit, the project applicant shall restripe the northbound Bodway Parkway approach to include separate left-turn, left-turn/through, and right-turn lanes, and add a right-turn overlap phase on the northbound approach.</p> <p><b>MM 4.4-12:</b>     <i>(new)</i> <b>Intersection #10</b> Prior to the issuance of the 510th residential building permit, the project applicant shall widen the eastbound approach of East Cotati Avenue/Petaluma Hill Road to add a right-turn lane and add right-turn overlap signal phases on the eastbound and southbound approaches.</p> <p><b>MM 4.4-13:</b>     <i>(new)</i> <b>Intersection #19</b> Prior to 250th residential building permit, the project applicant shall add southbound and eastbound right-turn overlap phases, lengthening the northbound left-turn pocket to 460 feet, and lengthening the eastbound right-turn pocket to 400 to the intersection of Petaluma Hill Road/Valley House Drive, and shall coordinate with and obtain an encroachment permit from the County of Sonoma.</p> <p><b>MM 4.4-14</b>     <i>(MM 3.13-3 and 3.13-9 in the 2010 EIR)</i> <b>Intersection #20</b> Prior to the issuance of the 1300th building permit, the project applicant shall contribute a fair share of the funding needed to complete the installation of a traffic signal at the intersection of Old Redwood Highway/Railroad Avenue.</p> <p><b>Relocated Water Tank:</b> None required.</p>	<p>Significant and Unavoidable</p> <p><b>SOMO Site:</b> Less than Significant</p> <p><b>SOMO Site:</b> Less than Significant</p> <p><b>SOMO Site:</b> Less than Significant</p> <p><b>SOMO Site:</b> Significant and Unavoidable</p> <p><b>SOMO Site:</b> Significant and Unavoidable</p> <p><b>SOMO Site:</b> Significant and Unavoidable</p> <p><b>Relocated Water Tank:</b> No Impact</p>	<p><b>SOMO Site:</b> No</p> <p><b>SOMO Site:</b> Yes</p> <p><b>SOMO Site:</b> Yes</p> <p><b>SOMO Site:</b> Yes</p> <p><b>SOMO Site:</b> Yes</p> <p><b>SOMO Site:</b> No</p> <p><b>Relocated Water Tank:</b> No</p>

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

[illegible]

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				<p><b>MM 4.4-10: (new) Intersection #8</b> Prior to the issuance of the first residential building permit the project applicant shall modify the southbound approach to East Cotati Avenue/Snyder Lane to include a second left-turn lane within the existing right-of-way by narrowing the existing median.</p> <p><b>MM 4.4-11: (new) Intersection #9</b> Prior to the issuance of the 250th residential building permit, the project applicant shall restripe the northbound Bodway Parkway approach to include separate left-turn, left-turn/through, and right-turn lanes, and add a right-turn overlap phase on the northbound approach.</p> <p><b>MM 4.4-12: (new) Intersection #10</b> Prior to the issuance of the 510th residential building permit, the project applicant shall widen the eastbound approach of East Cotati Avenue/Petaluma Hill Road to add a right-turn lane and add right-turn overlap signal phases on the eastbound and southbound approaches.</p> <p><b>MM 4.4-13 (new) Intersection #19</b> Prior to 250th residential building permit, the project applicant shall add southbound and eastbound right-turn overlap phases, lengthening the northbound left-turn pocket to 460 feet, and lengthening the eastbound right-turn pocket to 400 feet to the intersection of Petaluma Hill Road/Valley House Drive, and shall coordinate with and obtain an encroachment permit from the County of Sonoma.</p> <p><b>MM 4.4-14 (new) Intersection #20</b> Prior to the issuance of the 1300th building permit, the project applicant shall contribute a fair share of the funding needed to complete the installation of a traffic signal at the intersection of Old Redwood Highway/Railroad Avenue.</p> <p><b>MM 4.4-15 (new) Intersection #22</b> Prior to the issuance of the 950th residential building permit, the project applicant shall install a traffic signal and eastbound right-turn pocket at Petaluma Hill Road/Railroad Avenue (as identified in <b>MM-4.4-6</b>, under Existing plus Project conditions) to address queuing needs and the northbound left-turn pocket shall be extended to 150 feet. The project applicant shall coordinate with and obtain an encroachment permit from the County of Sonoma.</p> <p><b>Relocated Water Tank:</b> Less than Significant</p> <p><b>Relocated Water Tank:</b> None required.</p>	<p><b>SOMO Site:</b> Less than Significant</p> <p><b>SOMO Site:</b> Less than Significant</p> <p><b>SOMO Site:</b> Significant and Unavoidable</p> <p><b>SOMO Site:</b> Significant and Unavoidable</p> <p><b>SOMO Site:</b> Significant and Unavoidable</p> <p><b>SOMO Site:</b> Less than Significant</p> <p><b>Relocated Water Tank:</b> Less than Significant</p>	<p>No</p> <p><b>SOMO Site:</b> No</p> <p><b>SOMO Site:</b> No</p> <p><b>SOMO Site:</b> No</p> <p><b>SOMO Site:</b> No</p> <p><b>SOMO Site:</b> No</p> <p><b>Relocated Water Tank:</b> No</p>
Would the off-site road improvement sites contribute to traffic impacts?	N/A	N/A	<b>SOMO Site:</b> Potentially Significant	<p><b>SOMO Site:</b> <b>MM 4.4-17 (MM 3.3-2(a) in the 2010 EIR, modified)</b> Prior to commencing work at the Petaluma Hill Road/Railroad Avenue, Petaluma Hill Road/Valley House Drive, and the Petaluma Hill Road/East Cotati Avenue improvement sites the project sponsor and/or their representatives shall initiate an informal consultation with the USFWS and CDFW to discuss measures to avoid a potential take of CTS during construction. Although details of these measures would be developed in consultation with the USFWS and CDFW, they would likely include: Retaining a qualified biologist, approved by the City, to conduct a preconstruction survey of the project site area to ensure that no potential upland retreat habitat has been created (i.e., through ground squirrel activity) since the 2004 habitat assessment,</p>	<b>SOMO Site:</b> Less than Significant	<b>SOMO Site:</b> N/A

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				<p>Seasonal restrictions on grading and construction to avoid the wet season dispersal period (i.e., October through March),</p> <p>Installation of drift fences around the perimeter of the construction area to prevent any CTS from moving into the area,</p> <p>Providing compensation for loss of CTS upland habitat, as required by the USFWS and CDFW (either through avoidance, or purchase of mitigation credits at a USFWS/CDFW approved bank), if any suitable habitat is found during the preconstruction surveys referenced above, and,</p> <p>Retaining qualified biologists, approved by the City, to monitor the project site area during construction to ensure that no CTS would be harmed.</p> <p>Assuming complete avoidance can be achieved, no incidental take permit from either CDFW or USFWS would be required. However, if CTS are discovered to be present in the project site area, and a “take” of the species cannot be avoided, Mitigation Measure 3.3-2(b) shall be required pursuant to the Santa Rosa Plain Conservation Strategy.</p> <p><b>(MM 3.3-2(b) in the 2010 EIR, modified)</b> Prior to commencing work at the Petaluma Hill Road/Railroad Avenue, Petaluma Hill Road/Valley House Drive, and the Petaluma Hill Road/East Cotati Avenue improvement sites, the project sponsor and/or their representatives shall initiate consultation with the USFWS (pursuant to Section 7 of the Federal Endangered Species Act) and CDFW (pursuant to Section 2081 of the California Endangered Species Act) to obtain an incidental take permits for loss of any individual CTS. Details of the requirements of the Incidental Take Permit would be developed during consultation with the USFWS and CDFW, but would likely include (but not be limited to) the following.</p> <p>Preparation of a Biological Assessment pursuant to Section 7 of the FESA for submission to the USFWS for their review.</p> <p>Retaining qualified, permitted biologists to monitor for, and potentially move CTS outside of the project site area.</p> <p>Payment of mitigation fees, and/or purchase of mitigation land to compensate for the loss of CTS and their habitat.</p> <p><b>MM 4.4-18 (MM 3.3-4(a) in the 2010 EIR, modified)</b> If construction is to occur between March 15 through August 30, the project sponsor, in consultation with the CDFW, shall conduct a pre-construction nesting bird survey of the project site within 30 14 days of when construction is planned to begin. The survey shall be conducted by a qualified biologist, approved by the City, to determine if any birds are nesting on or directly adjacent to the project site.</p> <p><b>(MM 3.3-4(b) in the 2010 EIR, modified)</b> The project sponsor shall avoid all active bird nests located in and directly adjacent to the project site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season. Any occupied nest shall be monitored by a qualified biologist, approved by the City, to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be approved by the CDFW. The buffer zone shall be delineated by highly visible temporary construction fencing.</p> <p><b>MM 4.4-19: (MM 3.3-6 in the 2010 EIR, modified))</b> Along with any entitlement request and/or grading permit the project sponsor shall hire a licensed and certified arborist to inventory all protected trees on the project site slated to be removed or preserved and assess as directed by the City as to size, health, species and location. This inventory shall be provided to the City of Rohnert Park Development Services Department as part of any planning entitlement application or grading</p>		

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				permit that involves tree removal. The project sponsor shall then comply with the provisions of the grading permit or entitlement approval, including tree replacement and the protection of any trees to be retained during construction.  <b>Relocated Water Tank:</b> None required.		
			<b>Relocated Water Tank:</b> N/A		<b>Relocated Water Tank:</b> N/A	<b>Relocated Water Tank:</b> No
<b>Utilities and Service Systems (Chapter 3.13)</b>						
<b>a)</b> Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>b)</b> Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>c)</b> Would the project result in a determination by the wastewater treatment provider that serves the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>d)</b> Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b>	<b>SOMO Site:</b> No

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	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
infrastructure, or otherwise impair the attainment of solid waste reduction goals?			<b>Relocated Water Tank:</b> No Impact		No Impact	<b>Relocated Water Tank:</b> No
<b>e)</b> Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>Updated CEQA Resource Topics</b>						
<b>Wildfire (Chapter 3.15)</b>						
<b>a)</b> Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>b)</b> Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>c)</b> Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than Significant	Less than Significant	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>d)</b> Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Potentially Significant	Less than Significant	<b>SOMO Site:</b> Potentially Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> Refer to <b>MM 3.7-1</b> .  <b>Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>Energy (Chapter 3.16)</b>						
<b>a)</b> Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary	No Impact	No Impact	<b>SOMO Site:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> No Impact  <b>Relocated Water Tank:</b>	<b>SOMO Site:</b> No

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
consumption of energy resources, during project construction or operation?			<b>Relocated Water Tank:</b> No Impact		No Impact	<b>Relocated Water Tank:</b> No
<b>b)</b> Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact	No Impact	<b>SOMO Site:</b> No Impact  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site and Relocated Water Tank:</b> None required.	<b>SOMO Site:</b> No Impact  <b>Relocated Water Tank:</b> No Impact	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No
<b>Tribal Cultural Resources (Chapter 3.17)</b>						
<b>a)</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Potentially Significant	Less than Significant	<b>SOMO Site:</b> Potentially Significant  <b>Relocated Water Tank:</b> Potentially Significant	<b>SOMO Site and Relocated Water Tank:</b> <b>MM 3.17-1 (MM 3.4-1 in the 2010 EIR)</b> Prior to ground breaking the project sponsor shall provide construction specifications, inclusive of earth-disturbance required for the project, that instruct operators of site-grading and excavation equipment to be observant for unusual or suspect archaeological materials that may surface from below during site-grading and excavation operations. Archaeological materials include features such as concentrations of artifacts or culturally modified (darkened) soil deposits including trash pits older than fifty years of age. In the event that unknown archaeological remains are discovered during subsurface excavation and construction, land alteration work in the vicinity of the find shall 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. If prehistoric archeological deposits are discovered, local Native American organizations shall 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 shall be enforced. If subsequent investigations result in the recording of prehistoric archeological sites that cannot be avoided and preserved, and the importance of the cultural deposits cannot be determined from surface evidence, then subsurface testing programs shall take place to make such determinations. Testing procedures shall be designed to specifically determine the boundaries of sites, the depositional integrity, and the cultural importance of the resources, as per CEQA criteria. These investigations shall be conducted by qualified professionals knowledgeable in regional prehistory. The testing programs shall be conducted within the context of appropriate research considerations and shall result in detailed technical reports that define the exact disturbance implications for important resources and present comprehensive programs for addressing such disturbances. Measures similar to the ones described below would also apply:  <ul style="list-style-type: none"> <li>Avoidance of an archaeological site through modification of the roadway plan line that would allow for the preservation of the resource</li> <li>Covering or “capping” sites with a protective layer of fill; this could be a good way of mitigating situations where public access may be increased as a result of development. Archaeological monitoring during the filling process would be recommended</li> </ul> In circumstances where archaeological deposits cannot be preserved through avoidance or capping, data recovery through excavation would be the alternative. This measure would consist of excavating those portions of the site(s) that would be adversely affected. The work shall be accomplished within the context of detailed research and in accordance	<b>SOMO Site:</b> Less than Significant  <b>Relocated Water Tank:</b> Less than Significant	<b>SOMO Site:</b> No  <b>Relocated Water Tank:</b> No

Table ES-1  
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	In the 2010 EIR		In This Supplemental EIR			New Significant Increase in Severity?
	Level of Significance Without Mitigation	Level of Significance With Mitigation	Level of Significance Absent Mitigation	Mitigation Measure (if applicable)	Level of Significance With Mitigation	
				<p>with current professional standards. The program should result in extraction of sufficient volumes of archaeological data so that important regional research considerations can be addressed. The excavation should be accomplished by qualified professionals and detailed technical reports should result.</p> <p>In considering subsurface testing and excavations of prehistoric archaeological sites, consultation with the local Native American community is essential; all aspects of the programs, including the treatment of cultural materials and particularly the removal, study and reinternment of Native American burials shall be addressed. All applicable State and local legal requirements concerning these issues shall be strictly adhered to.</p> <p><b>MM 3.17-2 (MM 3.4-2 in the 2010 EIR)</b> If human remains are discovered during any phase of project construction, all ground-disturbing activities within 50 feet of the remains shall be halted and the County coroner notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific discovery site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including excavation and removal of the human remains taking into account the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98, to the satisfaction of the City of Rohnert Park Planning Department. Mitigation Measure 3.4-2 shall be implemented prior to the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.</p>		

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# 1 Introduction

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## 1.1 Overview

The City of Rohnert Park (City) is the Lead Agency for preparation of a Supplement to the Sonoma Mountain Village Program Environmental Impact Report (EIR) (State Clearinghouse Number [SCH No.]: 20070521116) to address proposed revisions to the SOMO Village project (proposed project), which include amendments to the General Plan and Sonoma Mountain Village Planned Development (SMV P-D) zoning code, an Amended and Restated Development Agreement, a Large Lot Tentative Map, and amendments to the Final Development Plan (FDP, included as **Appendix A**).

The City certified the Sonoma Mountain Village Program EIR (prior EIR) and approved the SOMO Village project on August 24, 2010. The Sonoma Mountain Village project (prior approved project) rezoned the main project site (SOMO site) to Planned Development (“P-D”). The P-D District is intended to accommodate a wide range of residential, commercial, and industrial land uses that are mutually supportive and compatible with existing and proposed development on surrounding properties. The P-D District requires the approval of a FDP specific to Sonoma Mountain Village which functions as the zoning regulations for the area. The 2010 FDP used a New Urbanist template known as “SmartCode,” which establishes design criteria (design guidelines) for streets, blocks, open spaces, and buildings based on geographic characteristics of the project site setting through the identification of conditions that vary by level and intensity of urban character or use that ranges from rural to urban. The SmartCode served as the basis for a zoning ordinance update (Rohnert Park Municipal Code Title 17, Chapter 17.06., Article XV.A. Sonoma Mountain Village Planned Development [SMV P-D] Zoning District) that was adopted in 2010 with the other project entitlements. The 2010 FDP and adopted zoning ordinance specify how and where specific land use types may be developed. Sustainability was identified as a key principle of the project and a Sustainability Action Plan (SAP) was prepared in concert with the 2010 FDP. In addition, SOMO Village, LLC (project applicant) and the City entered into a Development Agreement with respect to the prior approved project.

This Draft Supplemental EIR (SEIR) reviews the changes to the prior approved project and identifies and evaluates the impacts of the proposed project on the physical environment and the extent to which the proposed project would alter the conclusions of the Sonoma Mountain Village Program EIR.

### 1.1.1 Purpose and Scope of the SEIR

The purpose of this Draft SEIR is to inform public agency decision makers and the public about the proposed project and potentially significant adverse environmental impacts that could result from the adoption and implementation of the proposed changes. As a supplement to the Sonoma Mountain Village Program EIR, this Draft SEIR specifically evaluates whether these changes could result in new significant impacts that were not evaluated in the prior EIR and/or substantially increase the severity of significant impacts that were identified in the prior EIR.

Under the California Environmental Quality Act (CEQA) Guidelines Section 15162, a subsequent EIR [emphasis added] must be prepared if any the following conditions are met:

1. Substantial changes are proposed in the project which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more or more significant effects not discussed in the previous EIR or negative declaration;
  - b. Significant effects previously examined would be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternative; or
  - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the CEQA Guidelines states:

- a. The Lead or Responsible Agency may choose to prepare a supplement to an EIR [emphasis added] rather than a subsequent EIR if:
  - (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
  - (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Because only minor changes would be necessary to make the prior EIR adequate to address the proposed project, the City determined that a supplemental EIR, rather than a subsequent EIR, is the required environmental document. The proposed project would necessitate changes to the previously adopted FDP, as well as the other project approvals, and now includes relocating a previously analyzed water tank from the main project site to an off-site location. The proposed revisions to the prior EIR and related documents are described in Chapter 2.

Discussion of the proposed project impacts that have been adequately addressed by prior analyses are discussed in Chapter 3. This section demonstrates how the prior analyses from the prior EIR (including feasible mitigation measures) and standard City construction and development requirements are still applicable. This also includes analysis of amended 2019 CEQA Guidelines Appendix G impact criteria. Where it has been determined that there are new potentially significant impacts as a result of the proposed project, new analysis has been included in Chapter 4. This includes potentially significant transportation impacts (including analysis of any additional secondary impacts that could occur as a result of transportation-related mitigation) and site-specific impacts of an off-site water tank (relocated water tank).

## 1.1.2 How to use this SEIR

This Draft SEIR includes six parts: Executive Summary; Chapter 1. Introduction; Chapter 2. Project Description; Chapter 3 & 4. Environmental Analysis (Impacts Determined Consistent with Prior Analyses and Potentially Significant New/Site Specific Project Impacts), Chapter 5. Other CEQA Considerations, and Chapter 6. Alternatives Analysis.

The **Executive Summary** presents an overview of the results and conclusions of the EIR, and uses a table to organize information from Chapter 3 & 4.

The **Introduction** (contained in Chapter 1) describes the purpose and scope of the EIR, its contents, and the public review process.

The **Project Description** (contained in Chapter 2) describes the objectives, location, and characteristics of the proposed project, and includes a list of anticipated approvals needed to implement the project.

The **Environmental Analysis** (contained in Chapters 3 & 4) provide an evaluation of the potential environmental impacts of the proposed project. Chapter 3, **Impacts Determined Consistent with Prior Analysis**, summarizes the resource topics previously addressed in the prior EIR and compares them to the proposed project with emphasis on why the revisions to the project or changed circumstances do not result in new or substantially more severe impacts. As applicable, **mitigation** from the prior EIR is included. The extent to which the impact would be less impactful or similar to the corresponding EIR impact is discussed. This Chapter also provides a description of updated topics from the amended 2019 CEQA Guidelines. As discussed above, the focus of a supplemental EIR is on those areas where the revisions to the project or changed circumstances could result in potentially new or substantially more severe impacts. In the case of the proposed project, potential new impacts are limited to impacts related to transportation and site specific impacts of the relocated water tank. Chapter 4, **Potentially New/Site-Specific Project Impacts**, includes a discussion of the current **environmental setting** of the study area, the **regulatory setting** as it pertains to the proposed project, followed by an **impacts** and **mitigation** discussion. Impact statements are prefaced by a number in bold-faced type. An explanation of each impact and an analysis of its significance follow each impact statement. The extent to which the impact would be similar to or more severe than the corresponding EIR impact is also discussed.

The **Other CEQA Considerations** (contained in Chapter 5) provides discussion of significant irreversible changes, commitment of non-renewable resources, growth-inducing impacts, and energy consumption (also discussed in Chapter 3).

The **Alternatives Analysis** (contained in Chapter 6) includes an assessment of alternative methods for accomplishing the basic objectives of the project and reducing significant project impacts. This assessment, required under CEQA, must provide adequate information for decision makers to make a reasonable choice between alternatives based on the environmental aspects of the proposed project and alternatives.

## 1.2 Public Review Process

On June 7, 2019, the City issued a Notice of Preparation (NOP) of the SEIR to governmental agencies and organizations and persons interested in the project. The NOP review period ended on July 8, 2019. A second NOP was issued on August 30, 2019 to include a proposed off-site water tank (relocated water tank). The second NOP review period ended on September 30, 2019. The City sent the NOPs to agencies with statutory responsibilities in connection with the proposed project with the request for those agencies' input on the scope and content of the environmental information that should be addressed in the SEIR. The NOPs were also made available to the public.

The City received five (5) written comment letters in response to the NOPs (which are included in **Appendix B** of this Draft SEIR). This Draft SEIR is being circulated to local, state, and federal agencies and to interested organizations and individuals who wish to review and comment on the report for a 45-day public review period.

The Notice of Availability and Draft SEIR, including appendices, can be viewed or downloaded from the City of Rohnert Park's website, which can be found at: [https://www.rpcity.org/city\\_hall/departments/development\\_services/planning\\_/environmental\\_documents](https://www.rpcity.org/city_hall/departments/development_services/planning_/environmental_documents)

In addition to the website described above, the Draft SEIR will be available for review at the Rohnert Park Cotati Regional Library and Rohnert Park City Hall.

Rohnert Park Cotati Regional Library  
6250 Lynne Conde Way  
Rohnert Park, California 94928

Rohnert Park City Hall  
130 Avram Avenue, 2<sup>nd</sup> Floor  
Rohnert Park, California 94928

Written comments on the Draft SEIR may be submitted to the City of Rohnert Park at the following physical address/email address:

City of Rohnert Park Development Services  
Attn: Jeffrey Beiswenger, Planning Manager  
130 Avram Avenue, 2nd Floor  
Rohnert Park, California 94928  
Email: [jbeiswenger@rpcity.org](mailto:jbeiswenger@rpcity.org)

In summary, the following issues were raised in the responses to the NOP:

- Traffic impacts on specific intersections in the City of Cotati
- Traffic impacts on Railroad Avenue, including need for freeway ramps
- Traffic impacts on Highway 101 ramps at West Sierra Avenue
- Bicycle and pedestrian safety and traffic flow
- Coordination on traffic mitigation fees
- Compliance with Assembly Bill (AB) 52 and State Bill (SB) 18, regarding tribal cultural resources/tribal consultation
- Disclosure of hazards and hazardous materials

In accordance with CEQA Guidelines Section 15204(a), the focus of review should be on the sufficiency of this Draft SEIR in identifying and analyzing the potentially significant environmental impacts of the project, the extent to which project impacts could alter the conclusions of the prior EIR, and ways in which such effects might be avoided or mitigated.

Comments on the Draft SEIR that are received in writing during the public review period will be presented in their entirety and addressed in written responses in the Final SEIR. The City then will consider SEIR certification under section 15090 of the CEQA Guidelines. If it determines to certify the SEIR, the City may consider project approval (see CEQA Guidelines Section 15092). If it chooses to approve the project, the City must make written findings with respect to each significant environmental effect, and discuss the mitigation measures or alternatives that would reduce or substantially avoid that effect, in accordance with section 15091 of the CEQA Guidelines. Further, if the City chooses to approve a project that would cause significant environmental effects that cannot be avoided or substantially lessened, the City must include in its written findings a Statement of Overriding Considerations that documents those benefits (economic, social, legal, technological, or otherwise) that it determines would offset the

adverse environmental consequences of the project approval (see CEQA Guidelines Section 15093). If a project is approved, the City will, within five (5) working days following that approval, file a Notice of Determination (NOD) with the Sonoma County Clerk and the State Clearinghouse in the Governor's Office of Planning and Research, in accordance with CEQA Guidelines Section 15094.

CEQA also requires lead agencies to adopt a mitigation monitoring or reporting program (MMRP) for changes to the project that have been adopted or made conditions of project approval to avoid or mitigate significant effects on the environment (Public Resources Code section 21081.6; CEQA Guidelines Section 15097). To reflect the mitigation prescribed in this SEIR and address new impacts of the proposed project and reflect current best practices, an updated MMRP that supersedes the prior approved project shall be prepared.

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## 2 Project Description

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### 2.1 Introduction

SOMO Village, LLC (project applicant) has requested approval of modifications to various discretionary entitlements in support of the proposed project. The City of Rohnert Park (“City”) is the lead agency for preparation of a Supplemental Environmental Impact Report (SEIR) which will evaluate changes in the physical environment that could occur as a result of adoption of the modifications requested as part of the proposed project, focusing on amendments to the Final Development Plan (FDP), and whether these issues would result in new or substantially more severe significant impacts than identified in the certified Sonoma Mountain Village Program EIR (State Clearinghouse Number [SCH No.] 20070521116). The proposed modifications include relocating a required water tank from the project site to an offsite location, immediately adjacent to the City’s existing Water Tank #8<sup>1</sup>, as well as four off-site intersection improvements that include modifying signal phasing and adding turn lanes and/or pockets. This SEIR includes evaluation of the changed water tank location and intersection improvements. This SEIR is being prepared by the City in compliance with Section 15163 of the California Environmental Quality Act (CEQA).

Information has been provided by the project applicant and City staff. The following project description serves as the basis for the environmental analysis contained in this SEIR. The City will serve as the lead agency with final authority to certify the SEIR and approve the proposed project.

### 2.2 Project Site

#### 2.2.1 Project Location and Surrounding Land Uses

The City is located in Sonoma County (County) along Highway 101, north of San Francisco. The City shares a border with the City of Cotati and is located north of the City of Petaluma and south of the City of Santa Rosa, as shown on **Figure 2-1, Regional Location**. The approximately 176-acre main project site (Assessor’s Parcel Numbers: 046-051-045, 046-051-040, 046-051-042) occupies an area in the southeastern portion of the City and is bounded by Bodway Parkway on the east, Camino Colegio on the north, the Sonoma-Marin Area Rail Transit (“SMART”) right-of-way on the west, and Railroad Avenue on the south, as shown in **Figure 2-2, Project Location**.

The northern portion of the main project site consists of approximately 98 acres of developed industrial buildings and supporting parking lots and landscaped areas (the former Agilent Technologies campus), which the applicant is currently improving and releasing, in accordance with its existing project approvals. The southern portion of the main project site, south of Valley House Drive consists of approximately 77 acres of undeveloped land.

Surrounding land uses include residential neighborhoods north of Camino Colegio and west of the SMART tracks to just south of Valley House Drive. Further to the south adjacent land uses include agricultural with some rural residential. Along the southern border of the site, north of Railroad Avenue is undeveloped grasslands. Along the eastern boundary, east of Bodway Parkway is the Willow Glen project (Southeast Specific Plan) currently under construction. South of Valley House Drive is agricultural land.

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<sup>1</sup> Tank #8 was analyzed as part of the University District Specific Plan EIR and Addenda (SCH No. 2003122014).

The relocated water tank site, as shown on **Figure 2-3 Relocated Water Tank**, is located at 6626 Petaluma Hill Road (Assessor's Parcel Number 047-132-038), northeast of the main project site, in an unincorporated portion of the County on land owned by the City. The relocated water tank would be located adjacent to Water Tank #8, which is currently completing construction. The relocated water tank site is bordered by agricultural land to the , north, and south, and Crane Creek Regional Park to the east. Sonoma State University is located west of the relocated water tank site, across Petaluma Hill Road. Copeland Creek runs south of the site and Crane Creek runs north of the site.

### Project Background

In the 1980s, Hewlett Packard developed a technology campus on the northern portion of the site that included five buildings with 700,000 square feet (sf) of office space on 11 acres. The remainder of the site was developed with 30.5 acres of parking lots, 21.78 acres of recreational amenities (i.e., baseball and soccer fields) pedestrian trails, a wetland mitigation area, and landscaping. The southern portion of the site was not developed. In early 2000, Agilent Technologies purchased the site and graded and constructed drainage improvements in the southern portion. In 2005, the site was acquired by Sonoma Mountain Village, LLC and plans to redevelop the site were submitted to the City. In 2010, the City approved the Sonoma Mountain Village project and certified the Program EIR (SCH No. 20070521116). The Sonoma Mountain Village project (prior approved project) included a maximum of 1,694 residential units and an additional 198 accessory dwelling units for a total of 1,892 dwelling units. The project also included approximately 425,978 sf of commercial office space, 107,329 sf of retail space, 45,000 sf of grocery space, a 15,000 sf child care facility, 39,472 sf restaurant space, a 100 room hotel (91,000 sf), a 30,000 sf Fitness Center, a 25,000 sf movie theatre, 35,000 sf of civic building use, covered structure parking for 800 cars, an 11,528 sf enclosed promenade, 27.3 net acres for parks and open space and an approximately 1 million gallon onsite potable water storage tank (the current application proposes to relocate this tank off the main project site). Adaptive reuse of the existing 700,000 sf of Agilent Technologies buildings to contain a mix of residential, office and retail/commercial uses was also approved as part of the project. The Developer entered into a Development Agreement (DA) with the City at the time of the prior approvals. This DA has been amended three times and a new Amended and Restated DA is included with the current request for modified entitlements.

In 2016, the prior project applicant known as Sonoma Mountain Village, LLC changed its name to SOMO Village, LLC and initiated changes to the approved project, which are the subject of this SEIR.

### Main Site Characteristics and Existing Uses

The northern portion of the main project site is developed with five buildings connected by sidewalks, with parking lots, and undeveloped landscape and wetland areas. The buildings are leased by technology tenants (including Comcast and AT&T), food production tenants (including Morton & Basset and Traditional Medicinal), and a charter school (Credo High School), among others. This portion of the site is landscaped with earthen mounds, lawn areas, and ornamental landscaping and trees. Numerous mature poplar and redwood trees are present along the main entry road extending west from the juncture of Valley House Drive.

The southern portion of the site, south of Valley House Drive supports grassland that is mowed annually with a small PG&E electrical substation located in the most southwesterly portion of the site. This substation parcel is not considered part of this project.

An existing paved pedestrian and bicycle path is located along the western edge of the project site that would connect to the project's street network and the planned regional bike path along the SMART railway that now extends to the Cotati SMART Station.

### Relocated Water Tank Site Characteristics and Existing Uses

The project proposal includes relocating a required onsite water tank to the same location as the City's Water Tank #8. The site for the water tanks is located on a 128-acre parcel, which is generally undeveloped grass land with a scattering of mature oak trees, is currently served by a 12-foot wide access road and water transmission lines, which would serve the proposed relocated tank. New construction would be limited to extension of retaining walls, grading a pad for the new tank, construction of the tank itself, installation of storm drain lines that tie into storm drain infrastructure, and fencing. The pad expansion and retaining wall extension would require the removal of several mature oak trees, which would be replaced as part of the project. The remainder of the 128-acre site would remain undeveloped.

### General Plan and Zoning Designations

The City's General Plan 2020 (adopted July 2000) designates the main project site's land use as Mixed Use, Public/Institutional, and Parks/Recreation. The project has a zoning designation of Planned Development (PD). The relocated water tank site is located in the County, and it is designated as Diverse Agriculture and zoned as Diverse Agriculture District.

When the project was approved in 2010, the City's zoning ordinance was amended to incorporate the Sonoma Mountain Village Planned Development (SMV P-D) Zoning District (Rohnert Park Municipal Code Title 17, the "Zoning Ordinance"). The Zoning Ordinance provides specific development standards designed for that particular district, including minimum lot sizes, setbacks and open space requirements, architectural and landscaping guidelines, and maximum building heights and lot coverage.

As stated in the Zoning Ordinance, the development code describes the required urban and architectural design patterns, while also regulating the uses of the buildings and lots within the SMV P-D area. The development code specifies the permitted residential densities and intensity of the development that may be achieved under the Planned Development. It also describes and regulates the design of the public space network that provides the framework and infrastructure for the Sonoma Mountain Village property, focusing on a circulation network that balances the use of all travel modes, including automobiles, pedestrians, bicycles and public transit.

The development code in the SMV P-D is designed to be used both as a guide for builders, to allow them to understand from the outset the parameters that the community has set for development, and also as a regulating framework for the City as it plans its investment in capital projects and evaluates the design of proposed building projects. This improves the quality of design proposals that the City receives, the speed and quality of the design review process, and the value of the City's cumulative reinvestment in the public realm.

Design Review is required for all original construction within the SMV P-D area and approval from the Sonoma Mountain Village Design Review Board (SMV DRB) is required prior to the issuance of any site development or construction activity. As part of the current application, revisions to the design review process are proposed to change the composition of the SMV DRB. The project applicant is also proposing to add a Minor Design Review process and a Minor Adjustment process to allow approval of minor design changes administratively.

## 2.3 Project Objectives

CEQA requires an EIR to include a statement of objectives for the project, including the underlying purpose of the project. These objectives help the lead agency determine the alternatives to evaluate in the EIR (CEQA Guidelines, Section 15124, subdivision (a)). The proposed project retains the same project objectives included in the certified Sonoma Mountain Village project EIR, specifically “The purpose of this plan consistent with the aim of the zoning code is to provide a method of ensuring that this area of the city is planned and phased in a way consistent with the vision for the area; compatible with the existing community; and responsive to the overall vision of the General Plan.”

Project objectives, as stated by the project applicant include:

- To Help Fulfill the City of Rohnert Park’s Development Goals
- To Reduce Greenhouse Gas Emissions as Compared to Standard Development Practice
- To Reduce Water Use and Impacts as Compared to Standard Development Practice
- To Create a Replicable Model for Sustainable Development
- To Create Jobs in Diverse Sectors Including Green Jobs
- To Increase Revenues to the City
- To Improve Public Safety
- To Provide Community Retail and Services
- To Create a Local Village Center
- To Enhance Housing Opportunities
- To Provide Parks and Recreational Facilities
- To Provide Pedestrian-Friendly Neighborhoods and Access to Transit

**City of Rohnert Park:** The Rohnert Park General Plan provides a foundation for the proposed project and includes the following relevant goals, policies and objectives [some excerpts]:

Implements City land use goals and policies, such as:

- LU-C Promote a balanced land use program and increase the ability of people to live and work in the city.
- LU-D Provide for concentrations of activity and mixed-use and pedestrian-oriented development in selected areas.
- LU-H Maintain land use patterns that maximize residents' accessibility to parks, open space, and neighborhood shopping centers.
- LU-4 Develop the City Center and the Sonoma Mountain Village Planned Development as mixed-use, pedestrian-oriented areas.
- LU-6 Locate new Medium and High Density Residential development adjacent to parks, creek ways or other open space, in order to maximize residents' access to recreational uses, or adjacent to a Mixed Use or Neighborhood Commercial Center, to maximize access to services.
- LU-10A Require that all specific plans and planned developments prepared pursuant to this General Plan include the following components:
  - A land use program as specified for each Specific Plan and Planned Development area in the General Plan, including the maximum and minimum development for each land use type; and

- A detailed traffic study, prepared by a City-approved traffic/transportation planner, and reasonable mitigation measures to mitigate traffic impacts resulting from the development; and the proposed location and capacity of major infrastructure components, including wells, sewage, water, drainage, solid waste, disposal, energy, and other essential facilities proposed to be located within the area covered by the Specific Plan/Planned Development; and
- A site-specific biological assessment of wetlands, habitat areas, and creeksides by a City-approved biologist and a program for conservation/mitigation to the extent feasible; and
- Survey for California tiger salamander, both in breeding habitat and adjacent upland estivation habitat, with appropriate mitigation, including avoidance and minimization measures; and
- Program for conservation of the natural resources along creeks and standards for the conservation, development, and utilization of natural resources where applicable; and
- Demonstration of adequate water supply.

Implements City land use goals and policies specific to the SMV P-D, such as:

- LU-36 Ensure that land use are dispersed in accordance with the provisions of the Sonoma Mountain Village Planning Development Zoning District:
  - Encourage infill and redevelopment growth strategies within new neighborhoods.
  - Ensure that zoning provisions will reserve ample space for commercial, industrial, and/or other business-related uses, and require development to enhance economic activity with the Sonoma Mountain Village area through support of business development programs, support of business incubator programs, and mixed-use development
  - Include a framework of transit, pedestrian, and bicycle systems, both within the Sonoma Mountain Village area and connecting to the surrounding community that provide alternatives to the automobile.
  - Develop neighborhoods that are compact, pedestrian-oriented and contain mixed use.
  - Offer a range of housing type and price levels to accommodate diverse ages and incomes.
  - Provide appropriate building densities and land uses within walking distance of transit stops.
  - Provide public, institutional, and commercial activities in neighborhoods rather than isolating them in remote single-use complexes.
  - Distribute a range of open space including parks, squares, and playgrounds within the neighborhood.
  - Require that buildings and landscaping contribute to the physical definition of thoroughfares as civic places.
- LU-37 Ensure that the land use program is within the ranges indicated on Table 2.4-5 [in the General Plan].

Implements City growth management goals and policies, such as:

- GM-9 Require that each specific plan and planned development include, or be subject to, a Public Facilities Financing Plan that explains how streets, water, wastewater, solid waste, and parks, all meeting City standards, will be provided to the project.
- GM-16 As part of preparation and approval of specific plans and any other implementing ordinances, regulations and development agreements, and allocation of development entitlements for areas of new development, balance non-residential development with residential development over the different phases and require that the contemplated balance of housing types is attained at buildout.

Implements City community design goals and policies, such as:

- CD-A Create pedestrian-oriented activity centers that serve as community focal points.
- CD-B Establish strong connections between adjacent neighborhoods and between neighborhoods and activity centers, in order to encourage walking and biking.
- CD-C Establish an open space network that links residential neighborhoods, parks, and open space areas.
- CH-H Promote a mix of uses and a variety of housing types and sizes within residential neighborhoods.
- CD-I Ensure that neighborhood streets provide an attractive physical environment for motorists, pedestrians, and cyclists.
- CD-J Maintain the character of existing neighborhoods while undertaking streetscape and signage improvements in selected areas.
- CD-N Provide safe, convenient, and comfortable pedestrian connections within commercial centers and between commercial centers and adjacent sites and residential neighborhoods.
- CD-48B Ensure that all development and land use conforms with the Sonoma Mountain Village Zoning Code.
- CD-48C Ensure that development includes features which advance energy conservation, environmental protection, and sustainability, including:
  - Minimizing demolition of existing structures and encouraging adaptive reuse of buildings.
  - Providing ample pedestrian and bicycle paths throughout Sonoma Mountain Village, and provide appropriate connection points to surrounding areas to integrate pedestrian and bicycle access to adjacent portions of the city.
  - Use of low-water plumbing fixtures and water conservation techniques in building design and construction.
  - Use of solar, wind, and other alternative energy forms.
- CD-48D Require parks, open spaces, and recreational facilities to be distributed throughout the area in a manner that encourages easy and frequent access by residents, employees, and others within Sonoma Mountain Village.
- CD-48E Require design of streets, infrastructure, buildings, and other public and private features to be consistent and complimentary, so as to create a uniform character for all development within Sonoma Mountain Village.

Implement City transportation policies, as follows:

- TR-38 Establish pedestrian-friendly amenities along streets that run through or adjacent to areas designated for Mixed Use, High Density Residential, Public, or Parks. Ensure that:
  - Sidewalks are wide enough to accommodate pedestrian use;
  - Sidewalk intersection bulbs (rounded curves that extend the area of the sidewalk intersection corner) are provided to reduce the walking distance across streets;
  - Pedestrian lighting, benches, street trees, and other sidewalk amenities are provided; and
  - Landscaping complements pedestrian circulation and eliminates barriers to pedestrian access.

Implement City public facility goals and policies, such as:

- PF-2 Work with the Cotati-Rohnert Park Unified School District (CRPUSD) to provide adequate high school sites and facilities.
- PF-E Provide sufficient quantities of water for Rohnert Park residents and businesses, while ensuring that safe groundwater yield is not exceeded.

- PF-D Ensure that adequate wastewater facilities and services are available to meet the needs of existing and new development.
- PF-9 Require developers to install or pay for new sewer lines and other sewer improvements needed to accommodate new development.
- PF-14 Require developers to dedicate new well sites in locations identified by the City and to pay for the cost of new wells, water lines, and other water supply infrastructure needed to accommodate new development.

Promote City environmental conservation goals and policies, such as:

- EC-B Protect special status species and supporting habitats within Rohnert Park, including species that are State or federally listed as Endangered, Threatened, or Rare.
- EC-D Maintain existing native vegetation and encourage planting of native plants and trees.
- EC-L Encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.
- EC-4 Cooperate with State and federal agencies to ensure that development does not substantially affect special status species appearing on any State or federal list of rare, endangered, or threatened species. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, high potential wetlands, or habitat areas of identified special status species.
- EC-5 Require development in areas with high and moderate wetlands potential as well as other areas where wetland or habitat for special-status species is present, to complete assessments of biological resources.
- EC-6 Work with private, non-profit conservation, and public groups to secure funding for wetland protection and restoration projects.

Implement the City's General Plan Housing Element, specifically the following policies:

- Policy HO-3.1 Maximum Use of City Resources - The City shall make the maximum use of its available resources for the provision of housing affordable to lower-income households.
- Policy HO-8.1 Energy Efficiency/Renewable Energy Features - The City shall promote the use of energy efficiency features and renewable energy facilities in the design and construction of residential developments.

## 2.4 Proposed Project

The proposed project (refer to **Figure 2-4, Illustrative Site Plan**) includes a mix of residential and commercial uses similar to what was approved as part of the 2010 prior approved project. The proposed project includes a total of 1,694 single-family attached and detached residences plus 56 accessory dwelling units (ADUs) on 176 acres with an range of densities dependent on transect zone (from 2-9 units/acre in suburban areas and as many as 25–70 units/acre in the urban core); 823,000 square feet (sf) of commercial, light industrial and retail uses (includes the existing 700,000 sf of commercial uses); and 38.54 acres in public and private parks and open space (refer to **Figure 2-5, Land Use**). The project is envisioned as a mixed-use urban village designed around a central village center, which is comprised of a 2 acre village center park. Seven (7) transect zones (refer to **Figure 2-6, Planned Development Zoning and Regulating Plan**) would provide guiding land use and development criteria. The PD zones include T3: Suburban Zone, T4: General Urban Zone, T5: Urban Center Zone, T6: Urban Core Zone, T7: Light Industrial Zone, CS: Civic Space Zone, and CB: Civic Building Zone.

The project's Design Guidelines would address buildings, signage, parks, landscaping, lighting, and fencing. Building design and signage are discussed in Sections 2.4.1 and 2.4.2, Parks and Open Space are discussed in Section 2.4.3, and landscaping, fencing, and lighting are discussed in Section 2.4.6.

Table 2-1 provides a summary of the new land uses, while Table 2-2 includes a comparison between the proposed project and the prior approved project. A more detailed description of the various land uses is outlined below. As shown in Table 2-2, overall there are 142 fewer residential units (including ADUs) as compared to the prior approved project; an increase in single-family detached units and a decrease in single-family attached, multi-family/mixed use, and ADUs.

**Table 2-1. SOMO Village Land Use Summary**

Land Use # of stories, Transect Zone	Number of Residential Units	Square Footage		Acres
Residential				
Single-Family (detached) 1-3 stories, T3, T4	482 units	–		–
Single-Family (attached)	382 units	–		–
Multi-Family 2-3 story homes, T4; 3-4 story apartments, T6	830 units	–		–
ADUs	56 units	–		–
Subtotal	1,750 units	–		–
Commercial/Industrial/Retail				
Existing buildings T7	–	700,000 sf (existing)		22.6 ac
General Retail	–	78,000 sf	103,000 <sup>a</sup> sf	–
Grocery Store	–	5,000 sf		–
Restaurant	–	20,000 sf		–
Fitness Center	–	10,000 sf		–
Childcare Center	–	10,000 sf		–
Subtotal	–	823,000 sf (existing + new) 123,000 sf (new only)		–
Civic Buildings				
Fire Station	–	5,500 sf		0.75 ac
Total Non-Residential Subtotal		828,500 sf		
Parks and Open Space				
Parks	–	–		12.23 ac
Open Space Including CTS habitat and wetlands observatory preserve	–	–		26.31 ac
Subtotal	–	–		38.54 ac
Total	1,750 units	828,500 sf		176 ac in 3 parcels

<sup>a</sup> Up to 30,000 sf of this space could get constructed within the existing Office/Light Industrial buildings. Any retail/restaurant space constructed in the Office/Light Industrial buildings would be allocated from the entitled 103,000 sf of retail/restaurant use.

**Source:** Final Development Plan Table 5, dated 9/13/19.

Table 2-2. SOMO Village Project Comparison

	Proposed Project		Prior Approved Project	Metric Change and Narrative
Land Use	Number of Units or Acres		Number of Units or Acres	
Residential				
Single-Family (detached)	482 units		324 units	+158 units
Single-Family (attached)	382 units		419 units	-37 units
Multi-Family/Mixed Use	830 units		951 units	-121 units
ADUs	56 units		198 units	-142 units
Subtotal	1,750 residential units		1,892 residential units	-142 units
Commercial/Industrial/Retail				
Existing buildings	700,000 sf (existing)		Same	No change
General Retail	78,000 sf	103,000 sf	107,329	-29,329 sf
Grocery Store	5,000 sf		45,000	-40,000 sf
Restaurant	20,000 sf		39,472	-19,472 sf
Fitness Center	10,000 sf		30,000	-20,000 sf
Childcare Center	10,000 sf		15,000	-5,000 sf
Theater	–		25,000	-25,000 sf
Hotel	–		91,000	-91,000 sf
Office	–		425,978	
Subtotal	823,000 sf (includes existing buildings) 123,000 sf (new)		1,541,779 sf (includes existing buildings) or 841,779 sf (new)	-718,779 sf
Civic Buildings				
Fire Station	5,500 sf		–	+ 5,500 sf
Civic Building space	–		35,000 sf	-35,000 sf
Subtotal	5,500 sf		35,000 sf	-30,000 sf
Parks and Open Space				
Parks	12.23 ac		27.3 <sup>a</sup> ac	-15.07 ac
Open Space	26.31 ac		–	+26.31 ac
Subtotal	38.54 ac		27.3 ac	+11.24 ac

<sup>a</sup> For the Prior Approved Project, Parks were not subdivided into Parks and Open Space.

Source: Final Development Plan, 9/13/19.

## 2.4.1 Residential Uses

The project includes up to 1,694 residential dwelling units, and up to 56 planned ADUs for a total of 1,750 homes on 176 acres. Housing types include single-family detached, cottages, condominiums, apartments, lofts, townhomes, live/work units, family and senior co-housing, and ADUs. There would be a mix of rental and for-sale housing with a range of pricing. The proposed land use plan includes 479 detached single-family units, 383 townhomes, 832 multi-family and mixed-use units, and 56 ADUs. The actual build-out of the various housing units may vary in response to market considerations, but would not exceed a total of 1,750 units. Based on the number of residential units the project would accommodate a total of approximately 4,438 residents, the same as the prior approved project.<sup>2</sup> There would be a decrease in the total number of residential units, including planned ADUs of 142 units, as compared to the prior approved project.

The project proposes to meet the requirements of the City's Inclusionary Housing Ordinance by providing 15% of the overall housing development as affordable housing units (including a mix of very low income, low income, and moderate-income units). If all 1,694 homes are built, a total of 254 affordable dwelling units would be constructed for families or individuals at or below 80% of the Area Median Income (AMI), with respect to rental housing, and up to 120% of AMI, with respect to owner-occupied housing. The developer will either provide land in multiple locations to one or more affordable housing developers and/or secure homebuilder commitments to construct the inclusionary housing units within market rate subdivisions.

Exterior massing of residences shall reflect the general uses inside and be organized to create a positive street environment. Design principles emphasize variety (variation of roof form and pitch, use of balconies); minimizing the visual impact of garages; varying setbacks (variable front setbacks, reciprocal use easement); avoiding two-story dominance (incorporating single-story elements into two-story buildings); design with sensitivity to corner lots (at least two plan types, transition from public realm to private home); using appropriate transitions of scale; and using four-sided elevation design. Colors and materials will also be chosen to enhance historical authenticity and natural elements. Signage would adhere to the SOMO Signage Master Plan. Signage and graphics would be designed to communicate with visitors and residents alike to facilitate orientation and wayfinding. This includes signage and monuments for all public streets and other property that is privately owned. Signs would be usable by all, have a timeless feel, recommend a 24-hr strategy for maximum use of outdoor public open spaces, be of simple materials, colors, and graphics, and not block or detract/distract from the natural and built environment.

## 2.4.2 Commercial/Civic Uses

The existing 700,000 sf of commercial office and light industrial space, located on 22.6 acres within a 98 acre parcel north of Valley House Drive would remain, and up to 103,000 sf of newly constructed mixed-use retail (including a grocery store and restaurant space) would be developed. In addition, a 10,000 sf Fitness Center and a 10,000 sf Childcare Center are included. There would be a decrease in the square footage of the health club by 20,000 sf and 5,000 sf for the Childcare Center, as compared to the prior approved project. The size of the grocery store has also decreased 40,000 sf and the restaurant space by approximately 19,000 sf, as compared to the prior approved project. The amount of proposed retail square footage would also decrease by approximately 29,329 sf, as compared to the prior approved project. In addition, the proposed project does not include a theater or hotel, which were project components under the prior project.

<sup>2</sup> Using a persons per household rate of 2.62, per the prior approved project. It does not include the ADUs.

The project includes a 0.75 acre Public Safety Facility site in the northwest portion of the project site. This facility also includes a future 5,500 sf fire station.

The mixed-use core of the project shall be centered around a traditional main street including ground floor commercial/retail with residential units on upper floors. Buildings would be 3 to 4 stories and would cater to pedestrian activity (e.g., including awnings for shade, tree canopy, seating, signage) and support visibility (maximizing visibility for drivers and pedestrians). Similar to what was described under Residential Uses, any signage would adhere to the SOMO Signage Master Plan. Signage would be designed to reflect the character of the neighborhood, stand up to daily abuse, add to curb appeal, and be large enough to be seen by vehicles but small enough that they do not detract from the urban environment.

### 2.4.3 Parks and Open Space

A total of 38.54 acres is designated for active parks and open space, as shown on Figure 2-7, Parks and Open Space. This acreage is comprised of 4.0 acres of new public parks, 6.7 acres of a private wetland observatory preserve that includes public paths and a redeveloped ball field within the conservation easement area, 5.1 acres of existing private parks, and 22.74 acres of open space habitat for the California Tiger Salamander.

Two existing “Village Center” private parks, totaling 5.1 acres, will anchor the urban core and commercial/light industrial areas. The Village Center would serve as a central gathering place for the community for farmer’s markets, and space for outdoor concerts. Other parks would include amenities such as a dog park, playgrounds, sports courts, and bicycle paths, as well as two unique park amenities; a splash pad; and a wetlands observatory viewing and walking area that will provide a naturalist park area for viewing seasonal wildlife. Under the proposed project there is a net decrease in active parks by 15.07 acres and an increase in open space of approximately 26.31 acres.

### 2.4.4 Circulation System

The project includes a transportation network to serve vehicles, pedestrians, bicyclists, and access to transit, as shown in Figure 2-8, Circulation System. The transportation network would tie into the City’s existing roadway network including connections to Camino Colegio to the north and Bodway Parkway to the east and Valley House Drive and Railroad Avenue. The on-site roadway network would consist of a series of neighborhood streets, minor and main streets, one-way streets, industrial streets, and alleyways to enable access to private parking. All on-site roads would include multi-use sidewalks to accommodate pedestrians and bicyclists. No transit is planned as part of the proposed project, however extension of a regional multi-use path is proposed on the project site along the western edge of the property connecting to the existing bicycle path leading to the Cotati SMART station in the north. In addition, Sonoma County Transit Agency (SCTA) bus routes are located along Camino Colegio.

The project proposes to extend Bodway Parkway from its current terminus as Valley House Drive, south to a new intersection with East Railroad Avenue, enhancing the regional circulation network.

Detailed design and development standards (right-of-way width, pavement width, curb radius, sidewalks, bike lanes, planter type, trees, street lighting) for each street type (Alley and Street Types A-E) are included in the FDP, and additional alleys and streets may be added in the future as parcels are developed.

### Bicycle

The project also includes a Bicycle Circulation Plan shown in Figure 2-9, Bicycle Plan that has been prepared consistent with the City's Bicycle Master Plan. The project includes a series of new Class I and II bike facilities that builds upon existing Class I and II bike lanes and the existing SMART trail.

The project proposes to extend the regional multi-use path along the SMART railway from its current terminus at the northern project limit, along the western edge of the property to East Railroad Avenue. There will be several connections to the proposed community's street network, creating connections to Valley House Drive.

A new Class I bike lane connection would be located south of the existing Class II lane and west of the roundabout with Valley House Drive. A longer Class I lane is located west of B Street and south of 2nd Street, where it runs parallel to the SMART trail northwards. The existing Class I bike lane on Camino Colegio will remain and be upgraded. Other new bikeways include Class II and III lanes provided along internal roadways. Class II lanes run along B Street, 5th Street, Valley House Drive, Manchester Avenue, and for part of One Planet Place<sup>3</sup>. Class III lanes run on internal streets connecting to the Class II. Figure 2-9, Bicycle Plan, identifies the locations of bicycle facilities included in the project. This includes a shared pedestrian/bicycle boulevard running north/south in the central portion of the project site. A Class II bike lane is planned for the entire east-west length of Valley House Drive. Bicycle racks would be provided at all commercial and retail areas throughout the project site.

### 2.4.5 Public Infrastructure and Services

The project would extend City water, recycled water, sewer and storm drain lines into the northern portion of the site, consistent with City standards and specifications. These wet utility extensions would generally be located within existing and proposed roadway right-of-ways. Existing private water, recycled water sewer and storm drain infrastructure that serves the existing buildings on the northern portion of the site would be connected to the new public utility extension, consistent with City standards and specifications. New water, sewer and storm drain infrastructure would be required in the southern portion of the site. A description of public infrastructure and services by utility type are briefly included as follows and are described in greater detail in the FDP. Construction phasing is described in Section 2.4.9.

#### Domestic Water Supply and Infrastructure

Domestic water supply to the main site is provided by the City of Rohnert Park. Sonoma County Water Agency (SCWA) obtains the majority of its water from its Russian River system and supplies the City with water through its Petaluma Aqueduct. Other sources of water utilized by the City include groundwater (wells) and recycled water provided by the Santa Rosa Subregional System. <sup>4</sup> Recycled water is currently used for landscape purposes on the project site and will be expanded to serve on-site landscaping needs. A Water Supply Assessment (WSA) was prepared in 2010 for the prior approved project that is still applicable to the proposed project. The WSA concluded that the City has adequate supply to serve proposed development. The proposed development is also included in the City's 2015

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<sup>3</sup> Street names are consistent with the FDP, but have not been approved by the City Council. Final street names are subject to City Council approval.

<sup>4</sup> City of Rohnert Park, Public Works, Recycled Water, Accessed September 2019, at: [https://www.rpcity.org/city\\_hall/departments/public\\_works/water/recycled\\_water](https://www.rpcity.org/city_hall/departments/public_works/water/recycled_water)

Urban Water Management Plan (UWMP), which also concludes that the City has adequate water supply to meet future demands including the demands of the prior approved project. Because the proposed project is slightly smaller in scope than the prior approved project, the conclusions of the 2010 WSA and the City's 2015 UWMP remain valid for the proposed project.<sup>5</sup>

Construction of water infrastructure (at the main site) is discussed in detail in the Municipal Services Plan (Appendix B of the FDP, which is Appendix A to this SEIR). As described in this plan, domestic water mains already exist in Camino Colegio and Bodway, Parkway. In general, as new phases of the project are constructed, water lines would be installed to create loop systems with specific extensions proposed along Valley House Drive, Mainsail Drive, Mitchell Avenue, Manchester Avenue, 1st Street, Waterside Lane, 3rd Street, 4th Street, and 5th Street.

### **Relocated Water Tank**

The proposed project includes a 0.97 million gallon relocated water tank (originally planned for the northwest portion of the main project site) to provide storage to help meet peak and fire flow demands imposed by the project on the City's system. The relocated water tank would be located next to the City's Water Tank #8, which is currently completing construction. The tank would have a diameter of 80 feet and overall height of approximately 36 feet and would be painted dark green to blend in with adjacent oak woodland and minimize visual impacts.

The construction of the relocated water tank will require that the tank pad would be excavated from the hillside. A portion of the slope behind the tank would be supported by a retaining wall. Earthwork is expected to be balanced on site with no import of additional materials or off-haul of excavated materials. Gravel and asphalt for surfacing would be imported. The tank would have a concrete ring foundation for seismic anchorage. Security fencing would be installed around the full perimeter of the pad area, connecting with fencing associated with Tank #8. Motion-active lighting and security cameras would be installed on site as recommended by the U.S. Department of Homeland Security. Access to the relocated water tank site would be from the existing 12-foot-wide paved access road. None of the agricultural fencing on-site is proposed for removal or replacement with implementation of the proposed project. Water from the relocated water tank would flow to the main site via existing City-owned infrastructure.

### **Solid Waste**

Municipal solid waste disposal services to the proposed project would be provided by the City through its current contract with Recology, for curbside refuse, recycling, street sweeping, and compost pickup.<sup>6</sup> Refuse/recycling receptacles have been considered in the proposed project design and would be within an enclosed garage or accessory structure or covered from view. Trash bin location shall be determined by the disposal service.

Currently, municipal solid waste is transported to the Central Landfill, located approximately 5 miles southwest of the City. The Central Landfill is owned and operated by the Sonoma County Department of Transportation and Public Works (SCDPW).

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<sup>5</sup> 2015 Urban Water Management Plan, City of Rohnert Park, Accessed September 2019, at: [https://www.rpcity.org/UserFiles/Servers/Server\\_3037789/File/Engineering/WaterSupplyDocumentation/Final%202015%20Urban%20Water%20Management%20Plan.pdf](https://www.rpcity.org/UserFiles/Servers/Server_3037789/File/Engineering/WaterSupplyDocumentation/Final%202015%20Urban%20Water%20Management%20Plan.pdf)

<sup>6</sup> City of Rohnert Park, Accessed September 2019: [https://www.ci.rohnert-park.ca.us/services/utility\\_biling/refuse\\_and\\_recycling](https://www.ci.rohnert-park.ca.us/services/utility_biling/refuse_and_recycling)

### Sewer

The northern portion of the main project site is currently served by private sewer lines that connect to the City's sanitary sewer collect system. New development at the project site would require the extension of the existing utilities (onsite gravity sewer lines, mains, and siphons as necessary) but would be limited to the necessary size and capacity to serve new development. The Municipal Services Plan (Appendix B of the FDP, which is Appendix A of this SEIR) indicates that project wastewater flows would generally discharge to the existing City Pump Station located in the northwest corner of the property along Camino Colegio, then into the City sewer system. . New sewer lines are provided in detail in the FDP, Figures 2.2, 3.2, 4.2, 5.2, 5.2, 6.2, and 7.2.

The City's sewer system first collects wastewater at a terminal pump station and pumps the wastewater to the Santa Rosa Subregional treatment facility on Llano Road in Santa Rosa for treatment. This Subregional facility (comprised of the Laguna Treatment Plant, Water Reuse Operations, and Biosolids Distribution System) serves approximately 230,000 residents in Santa Rosa, Rohnert Park, Cotati, Sebastopol, and unincorporated portions of the County. The City's agreements with the Santa Rosa Subregional system provide it with X.XX million gallons per "average day" of capacity in the Subregional system. The City currently utilizes approximately 3.5 MGD of capacity. The City's current collection and pump station facilities have adequate capacity to serve the project and the City's agreements provide it with adequate treatment and disposal capacity to serve the project. <sup>7</sup> There would be no septic or alternative wastewater systems used or constructed as part of the proposed project.

### Storm Drain

Similar to sewer infrastructure, the storm drain infrastructure in the northern portion of the main project site is private and discharges to the City's offsite storm drain system. New development at the project site would require extension and replacement of the existing storm drain pipelines together with the detention and stormwater treatment system necessary to comply with current Low Impact Development and Regional Water Quality Board requirements, which require peak runoff from the 10, 25 and 100 year storms to be maintained at current levels. Bioretention and treatment facilities will generally be located under gutters, in parkway strips. For Phase 1, which includes all development north of Valley House Drive, all storm drainage will be collected in a large bioretention bed located north of Valley House Drive, at the westerly limits of the project and adjacent to the SMART tracks. .

For Phase 2, which includes development south of Valley House Drive, storm drainage will be collected in a bioretention basin in the southern portion of the site. Peak runoff from the 10, 25 and 100 year storms will be detained, treated and discharged at a flow rate that does not exceed current levels.

The Municipal Services Plan (Appendix B of the FDP, which is Appendix A) provides additional detail on the onsite improvements

All stormwater would be required to meet the guidelines set forth by the California State Water Board, the Regional Water Quality Control Board North Coast Region 1, the SCWA, the City, and City of Santa Rosa.

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<sup>7</sup> City of Rohnert Park 2014 Sewer System Management Plan Webpage, accessed on 12/1/19; [https://www.rpcity.org/UserFiles/Servers/Server\\_3037789/File/Public%20Works/Sewer/Sewer%20Collection%20System/PW%20Webpage%20posting%20SSMP%20081314.pdf](https://www.rpcity.org/UserFiles/Servers/Server_3037789/File/Public%20Works/Sewer/Sewer%20Collection%20System/PW%20Webpage%20posting%20SSMP%20081314.pdf)

### Natural Gas and Electricity

The project would be served by the Pacific Gas & Electric Company (PG&E). PG&E provides natural gas and electric service to approximately 16 million people throughout a 70,000-square mile service area in northern and central California.<sup>8</sup>

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. PG&E owns and operates an underground gas transmission line (No. 21) which runs within Rohnert Park and is roughly aligned with U.S. 101. The transmission line is part of a hierarchy of lines that transport gas from out of state into Sonoma County. Distribution within the City is provided by mains operating at pressures of 50 pounds per square inch (psig). The transition from the underground transmission line, operating at several hundred psig, to the distribution mains is effected through dual-run regulator stations.

PG&E owns and operates a 115 kilovolt (kV) overhead electric transmission line which runs at the outskirts of Rohnert Park from the Pengrove substation in the south to the Bellvue substation in the north. In addition, PG&E maintains two 21 kV distribution lines from the Bellvue substation.

The on-site adaptive reuse buildings are provided electrical support by a 1.14 megawatt (MW) on-site solar photovoltaic panel arrangement. A total of approximately 3 MW of solar power systems are installed on-site. Coordination between the applicant and PG&E would be required prior to the full incorporation of solar energy onto the entire project upon buildout. Currently, solar power is owned by the project applicant and net-metered to PG&E. A similar arrangement between residential homeowners and commercial uses with PG&E would likely occur upon buildout.

### 2.4.6 Landscaping, Fences, and Lighting

Landscaping, fences, and lighting proposed would adhere to the Design Guidelines, Section 4.0, Landscapes, Parks & Open Space Guidelines.

Residential landscaping guidelines prescribe a diverse plant palette for the establishment of visual interest and wildlife habitat. Efforts will be made to provide consistency throughout the neighborhood areas for cohesiveness, to provide a sense of place, and to create a relaxing environment. Features would include: use of native plants, using a mix of small trees, shrubs, and groundcover, minimum tree heights that adhere to City standards, and standard 'good neighbor' fencing type, between private lots.

Commercial and mixed-use landscaping shall highlight architecture and enhance the public realm. Features would include: native plant choice appropriate for climate and architectural style, minimum tree heights that adhere to City standards, planted vines on walls, enclosures, fences, trellis/arbors, plantings that mitigate the effects of paving, reflected heat and light, views of parking, and that support pedestrian use. To provide relief to residential yards, visual buffers, setbacks, and plantings would be considered.

Community/neighborhood parks and open space would provide a mix of active and passive areas of open lawns, green spaces, and recreation/education opportunities, and wildlife preserve areas would include trails where appropriate adjacent to neighborhoods. The agricultural and open space area would provide farming opportunities for local industry.

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<sup>8</sup> Pacific Gas & Electric Webpage, Accessed on: 7/31/19: [https://www.pge.com/en\\_US/about-pge/company-information/profile/profile.page](https://www.pge.com/en_US/about-pge/company-information/profile/profile.page)

Exterior lighting shall be provided to enhance the safety and security of motorists, pedestrians, cyclists, and residents. This would include on-site lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping security and special effects. All exterior on-site lighting must be shielded, and light/glare is not permitted on public streets or adjacent lots. All lighting would be required to comply with City standards, and guidelines include specific requirements for pole heights, pole locations, lighting type, and mix.

## 2.4.7 Sustainable Project Features

A Sustainability Action Plan (SAP) was prepared by the project sponsor for the prior approved project and has not changed. The primary goal of the SAP is to conserve resources and to this end includes procedures, plans, devices and features to be incorporated into the project to reduce carbon emissions, reduce solid waste generation, reduce individual transportation requirements, increase materials recycling, improve water use efficiency, enhance habitat preservation, and preserve the local culture environmental effects of implementing the project. Implementation of the SAP would likely reduce potentially significant project impacts (related to air quality/GHG, energy, transportation, and utilities), however this has not been quantified or included in this EIRs analyses. The following identify the topics included in the SAP.

1. Zero Carbon: All buildings must be energy efficient and supplied by renewable energy.
2. Zero Waste: Strive to ensure at least 70 percent of waste by weight to be reclaimed, recycled or composted and no more than 2 percent to landfill by 2020.
3. Sustainable Transportation: Strive to reduce CO2 emissions for travel to, from and within the community relative to a regional benchmark and work toward resolving any shortcoming or offset the portion of all unavoidable CO2 emissions out of compliance with that goal using a certified carbon sequestration scheme.
4. Sustainable Materials: Use of local, reclaimed, renewable, recycled and low environmental impact materials in construction and property management should be increased and optimized.
5. Local and Sustainable Food: Healthy diets should be promoted and minimum targets achieved for supply of organic, low-environmental impact food and local sourcing.
6. Sustainable Water: Water efficiency and recycling must be promoted in line with country specific best practice.
7. Natural Habitats and Wildlife: Local biodiversity and natural resource stocks must be increased.
8. Culture and Heritage: Valuable aspects of local culture and heritage must be maintained, enhanced or revived.
9. Equity and Fair Trade: Targets must be set to boost the local economy, notably in disadvantaged areas, and to ensure a set ratio of imported goods are fair trade certified.
10. Health and Happiness: Health and happiness of residents must be promoted based on emerging findings from 'happiness' research and periodic residents' surveys.

## 2.4.8 Off-Site Improvements

Other than the relocated water tank discussed in Section 2.4.5, off-site improvements included as part of the proposed project are limited to intersection improvements discussed in Section 4.4, *Transportation*. Specifically, the off-site improvements include the following:

- **Petaluma Hill Road/Railroad Avenue:** Signalize the intersection and widen the eastbound approach to add a right-turn pocket.
- **Petaluma Hill Road/Valley House Drive:** Modify signal phasing and extend storage lengths in northbound left-turn and eastbound right-turn pockets.

- **Petaluma Hill Road/East Cotati Avenue:** Modify signal phasing and widen eastbound approach to add a right-turn lane.
- **East Cotati Avenue/Camino Colegio:** Modify signal phasing and widen eastbound approach to add right-turn lane.

### 2.4.9 Construction Phasing and Timeline

The proposed project is anticipated to build out over approximately 10 years. The schedule of development shall adhere to the requirements described in the proposed Amended and Restated Development Agreement, and FDP, and shall comply with the City's Growth Management Ordinance and General Plan. Development timing will also be based on market conditions, timing of approvals, and the time required to construct the necessary infrastructure. The proposed project shall be constructed in accordance with and subject to recommendations included in applicable soils/geotechnical reports, hazardous materials reports (Environmental Site Assessments [ESAs]), applicable traffic impact study recommendations, Title 24 of the California Building Code (CBC), and other City standard conditions of approval, policies, and regulations. These include but are not limited to:

- Exterior lighting that is shielded and downward facing to minimize glare, consistent with Municipal Code Section 17.12.050.
- Compliance with Municipal Code Chapter 8.26 *Installation of Wood-Burning Appliances*.
- Compliance with applicable recommendations/standard construction abatement measures of the Bay Area Air Quality Monitoring District (BAAQMD).
- Provisions of any Tree Removal Permit, consistent with Municipal Code Section 17.15.030.
- Construction noise limited to weekday daytime hours of 8AM-6PM, consistent with Municipal Code Section 9.44.120.
- City Low Impact Development Standards/Construction General Permit/Compliance with requirements of the National Pollutant Discharge Elimination System (NPDES) Permit and Municipal Code requirements
- City Manual of Standards and Details for all site civil construction
- State Model Water Efficient Landscape Ordinance California Building Standards Code

Project development is proposed to consist of six (6) phases (excluding "Phase 0" comprising the existing commercial/light industrial buildings).

The northern portion of the site would support early project phases (Phases 1N-3N) and later project phases would be constructed on the southern portion of the site (Phases 1S-3S). To facilitate construction with ongoing commercial and light industrial activities, a construction management plan (CMP), subject to City review and approval, shall be implemented and geared towards minimizing inconvenience and maximizing safety for new residents.

Figure 2-10, Phasing illustrates potential phasing, with the northern portion and Table 2-3, Estimated Product Allocation by Phase, provides an estimated allocation by Phase. The actual allocation of residential/commercial development may vary during build-out, subject to market conditions.

Table 2-3. Estimated Product Allocation by Phase

Product Type	Phase 0	Phase 1N	Phase 2N	Phase 3N	Phase 1S	Phase 2S	Phase 3S	Total
<b>Residential</b>								
Gross Residential Land (ac)	0	15.39	13.93	14.33	13.00	11.83	15.12	83.60 ac
Single Family Detached (units)	0	136	88	56	36	80	86	482 units
Single Family Attached (units)	0	14	36	34	14	115	169	382 units
Multifamily/ADU (units)	0	139	89	329	329	0	0	886 units
<b>Total Residential</b>	<b>0</b>	<b>289</b>	<b>213</b>	<b>419</b>	<b>379</b>	<b>195</b>	<b>255</b>	<b>1,750 units</b>
<b>Commercial/Non-Residential</b>								
Office/Light Industrial (sf)	700,000	–	–	–	–	–	–	700,000 sf
Retail/Restaurant (sf)	–	–	–	103,000	–	–	–	103,000 sf
Civic Building (sf)	–	–	5,500	–	–	–	–	5,500 sf
Childcare/Fitness Center (sf)	–	–	–	20,000	0	0	0	20,000 sf
<b>Total Non-Residential (sq ft)</b>	<b>700,000 sf</b>	<b>0</b>	<b>5,500</b>	<b>123,000</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>828,500</b>
<b>Parks/Open Space</b>								
Parks (ac)	5.1 ac	0.8 ac	3.73 ac	0	1.2 ac	1.4 ac	0	12.23 ac
Open Space (ac)	–	–	4.77 ac (Wetlands Observatory Preserve)	–	21.54 ac (CTS Open Space Habitat)	–	–	26.31 ac
<b>Acreage Per Phase</b>	<b>22.58</b>	<b>21.84</b>	<b>34.02</b>	<b>17.70</b>	<b>40.91</b>	<b>20.76</b>	<b>18.63</b>	<b>176.44 ac</b>

**Note:** Actual Product Allocation May Vary During Build-out.

**Source:** Final Development Plan September 2019.

## 2.5 Discretionary Actions and Use of this EIR

The City anticipates the following project entitlements/approvals would be required for the project; however, additional project entitlements/approvals may be required.

- Minor General Plan Amendments. Text and graphics within the General Plan would be updated to reflect the new project description for Sonoma Mountain Village. Updates to graphics would include changes to the street network and land use diagram.
- Municipal Code Amendments (Zoning Ordinance Updates). As described earlier under Section 2.2, this project is based on a SmartCode which uses “transects” in place of zoning districts. This project would require the addition of a new transect to accommodate the existing industrial and office buildings on the

site and a new regulating plan which reflects the current proposed street grid. The applicant has also proposed changes to the composition of the SOMO Design Review Board (DRB) and the addition of some administrative procedures to review smaller projects.

- Amended Final Development Plan. The FDP would be updated to reflect the proposed land use mix, new street system and design guidelines.
- Large Lot Tentative Map. The project site would be divided into several parcels to accommodate different phases of project development.
- Amended and Restated Development Agreement.
- Conditional Use Permit (CUP). The zoning ordinance requires a CUP for each phase of the development project.
- Design Review. The project's DRB is required to review all new construction (new buildings and remodels) within the SOMO project area.

Small Lot Tentative Maps (optional) In addition to the City approvals, project implementation would likely require an encroachment permit from Sonoma County for modifications to off-site intersections.

### 2.5.1 Responsible and Trustee Agencies

This SEIR would be used by responsible agencies and trustee agencies that may have some approval authority over the proposed project (i.e., to issue a permit). The project applicant would obtain all permits, as required by law. The following agencies have been identified as having potential discretionary authority over approval of certain project elements, or alternatively, may serve in a ministerial capacity:

**California Department of Fish and Wildlife (CDFW)** – may need to issue a streambed alteration agreement for work in streams and any permits necessary to ensure compliance with the State Endangered Species Act.

**Sonoma County Water Agency** – would review the project for compliance with County Flood control Design Criteria to ensure no increase in the potential for flooding.

**North Coast Region Water Quality Control Board (RWQCB)** – would issue a general construction permit for the project.

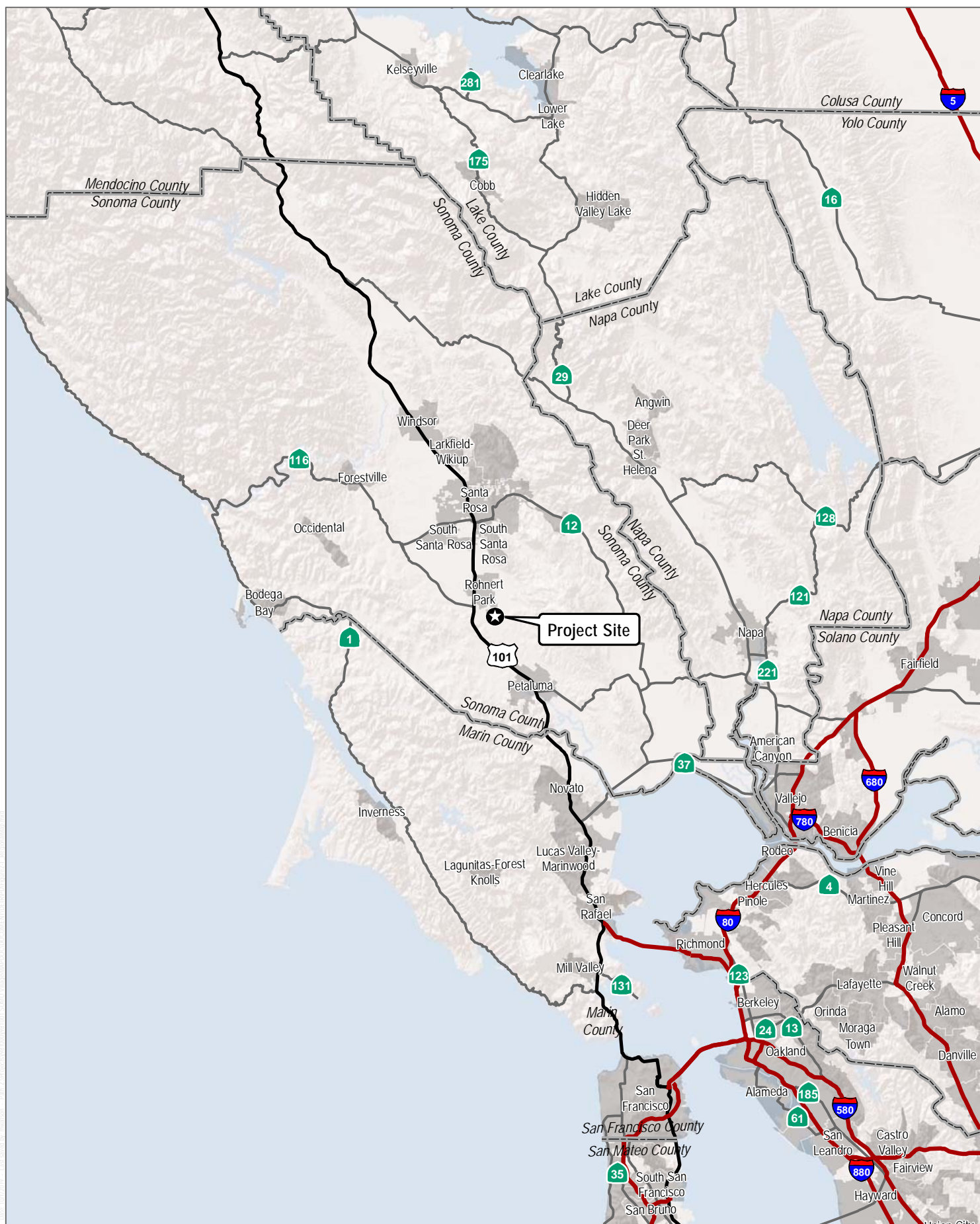
**U.S. Army Corps of Engineers** – may need to issue a Section 404 Permit or Section 10 Permit under the Rivers and Harbors Act for any alterations to wetlands.

**United States Fish and Wildlife Services (USFWS)** – continued coordination with USFWS on California Tiger Salamander (CTS) impacts on southern portion of the site.

**Caltrans** – would review the project for any improvements to roadways within their jurisdiction.

**Sonoma County** – would issue encroachment permits for work in County roadways.

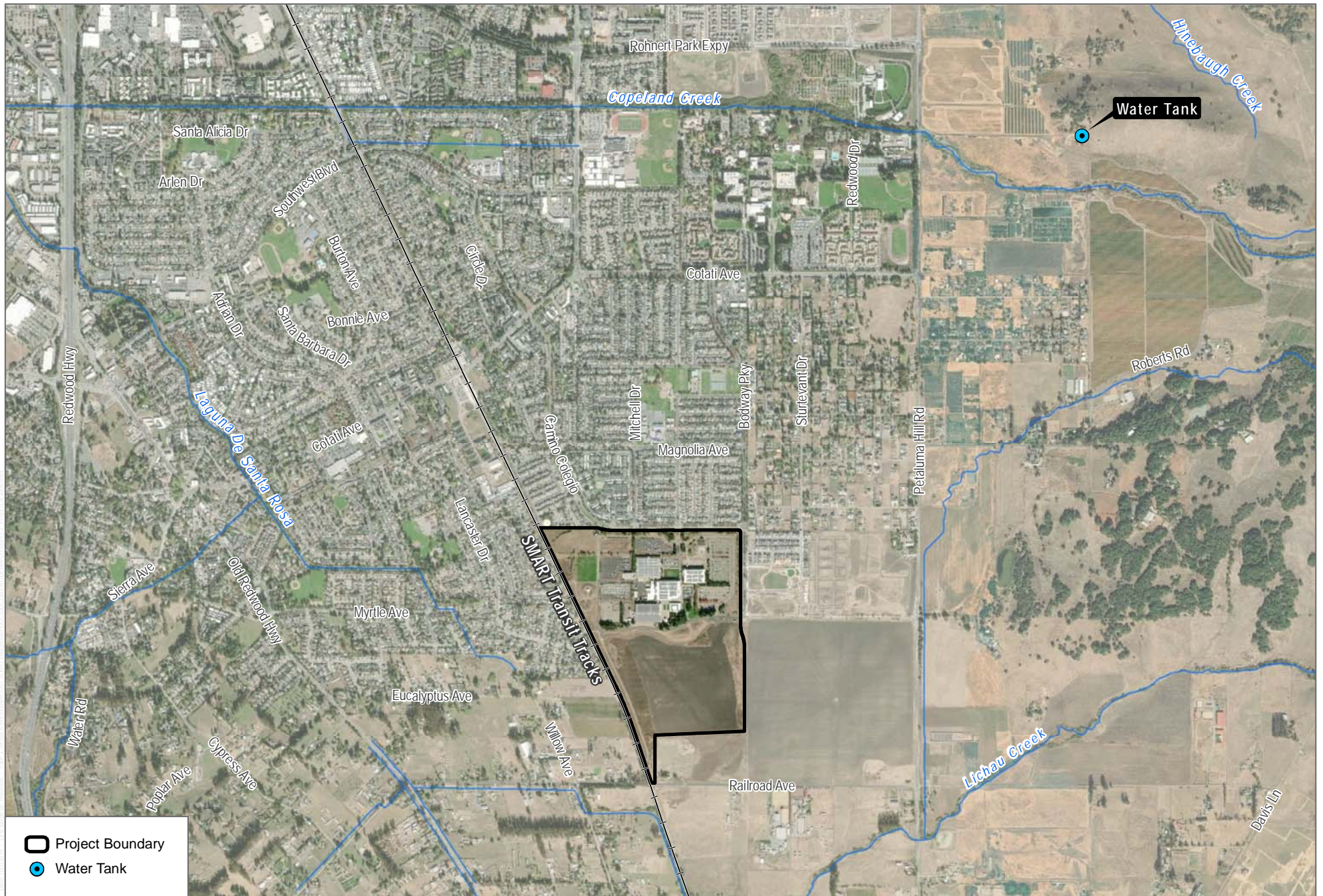
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SOURCE: ESRI 2019

**FIGURE 2-1**  
**Regional Location**  
 SOMO Village Project

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SOURCE: ESRI 2019

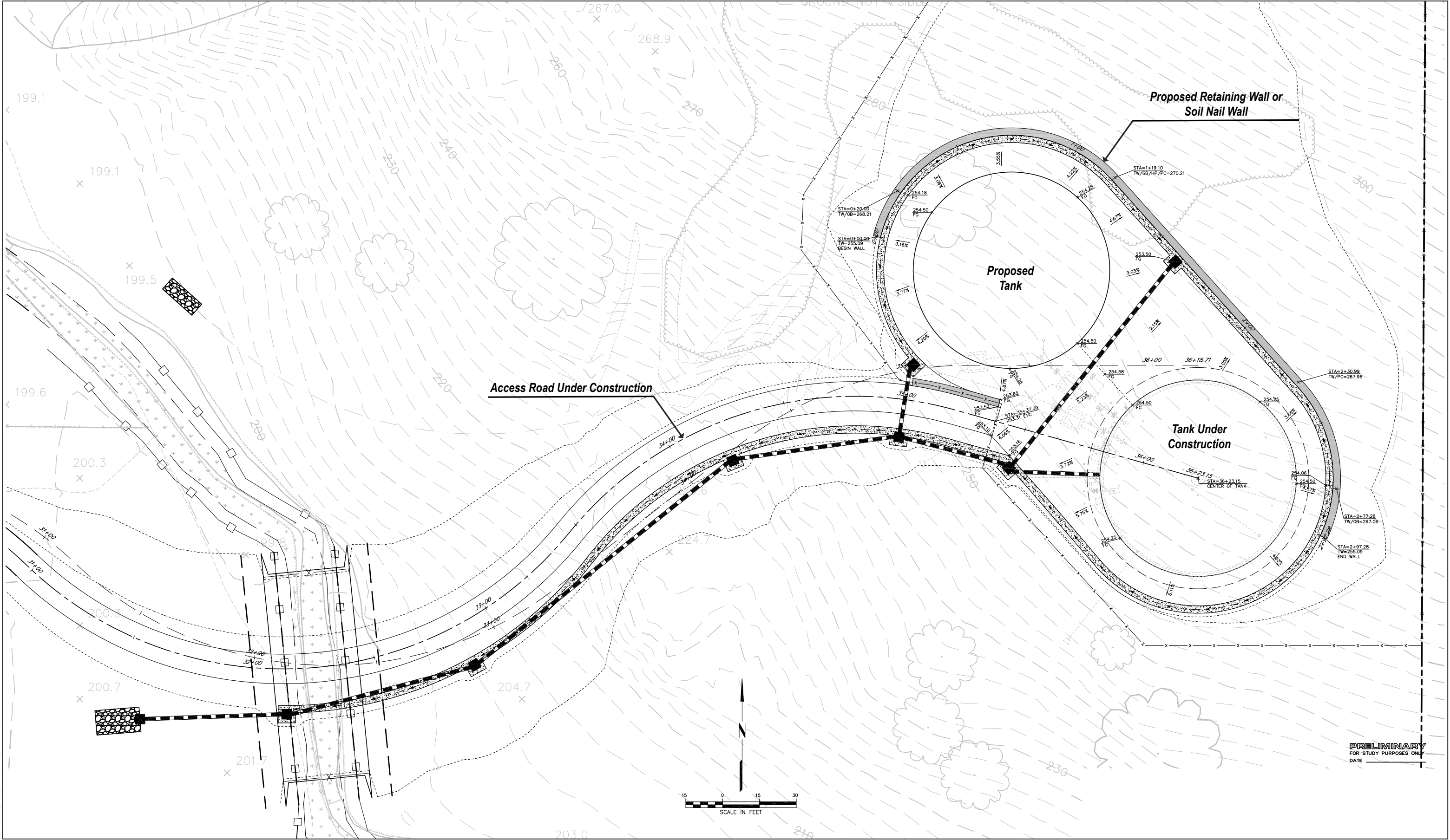
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0 1,000 2,000 Feet

**FIGURE 2-2**  
**Project Location**  
 SOMO Village Project

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SOURCE: Brelje & Race 2017

**FIGURE 2-3**  
Relocated Water Tank  
SOMO Village Project

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SOURCE: Tableau Development 2019

**FIGURE 2-4**

**Illustrative Site Plan**  
SOMO Village Project

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SOURCE: SOMO Final Development Plan 2019

FIGURE 2-5

Land Use Diagram  
SOMO Village Project

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## LEGEND

### T3: Suburban Zone

- Low density residential
- Home occupations and accessory buildings
- Planting is naturalistic
- Setbacks relatively deep

### T4: General Urban Zone

- Medium density residential
- Diversity in building types including single family detached homes and townhomes

### T5: Urban Center Zone

- High density buildings that accommodate a mix of uses
- Allowable uses include retail, offices, townhomes, apartments, and condominiums
- Tight network of streets with wide sidewalks, steady street planting, and buildings close to sidewalks

### T6: Urban Core Zone

- Highest density and height
- Greatest variety of uses
- Larger blocks
- Streets have steady street tree planting and buildings set close to the wide sidewalks

### T7: Light Industrial Zone

- Campus-like environments for corporate headquarters
- Research and development facilities, offices, light manufacturing and assembly, industrial processing, general service, warehousing, storage and distribution, and service commercial type use
- Retail

### CS: CIVIC SPACE ZONE

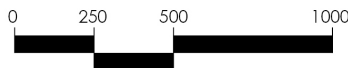
- Parks
- Playgrounds
- Recreational fields
- Public Events

### CB: CIVIC BUILDING ZONE

- Intended for development of city buildings and/or civic or public spaces of the City of Rohnert Park and/or other public agencies only

Shopfront Required

Shopfront Recommended



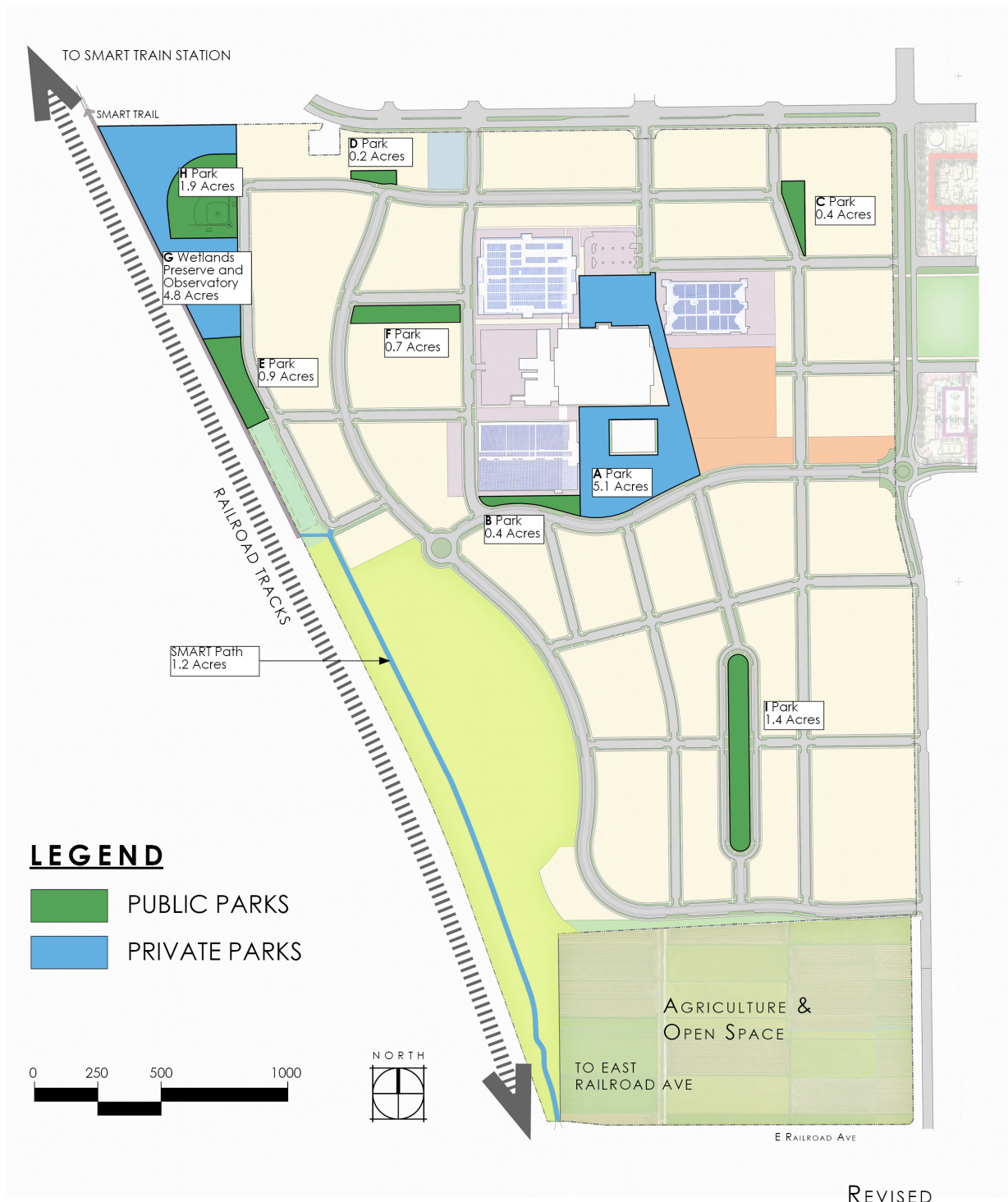
SOURCE: SOMO Final Development Plan 2019

FIGURE 2-6

Planned Development Zoning and Regulating Plan

SOMO Village Project

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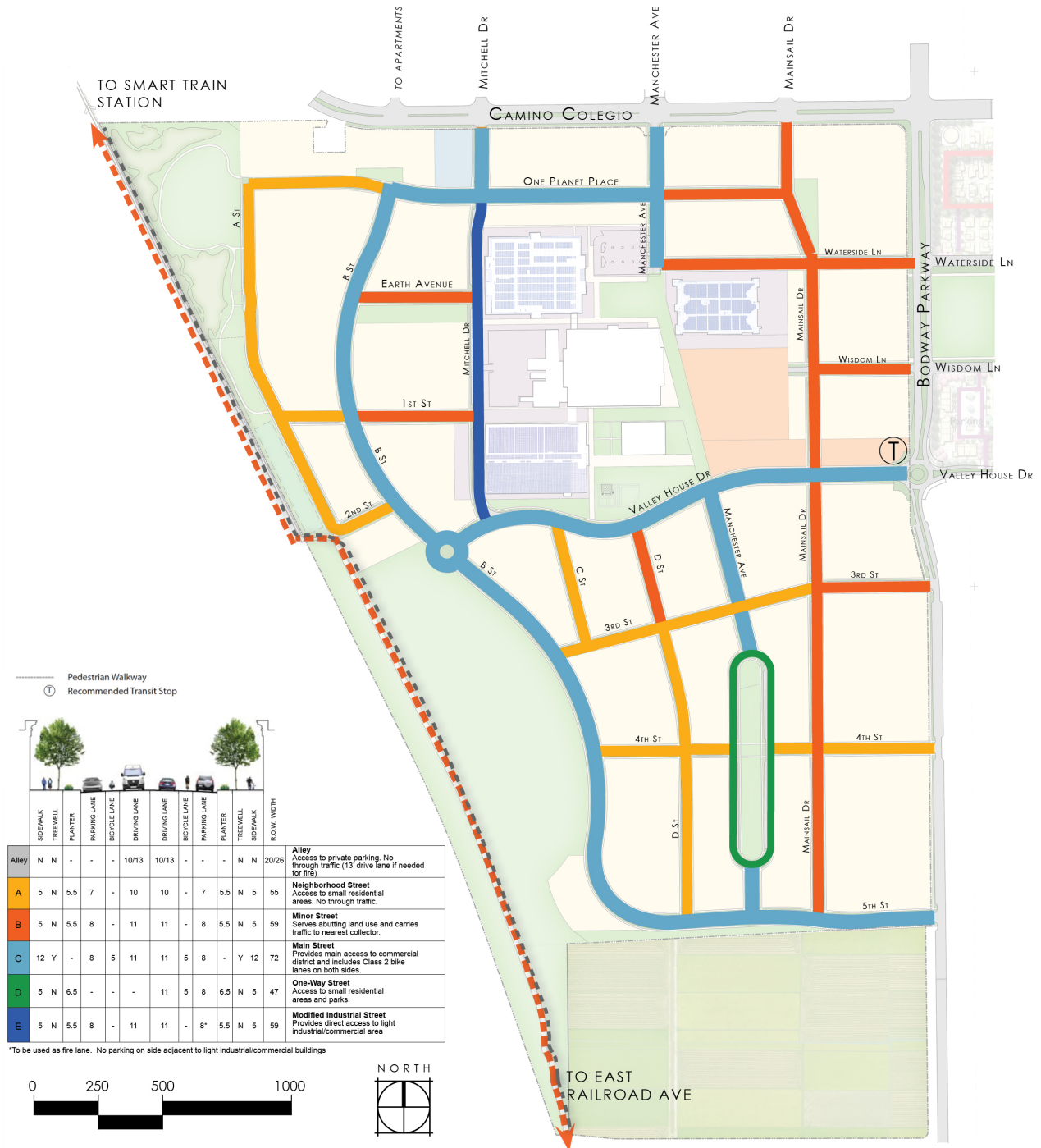


SOURCE: SOMO Final Development Plan 2019

**FIGURE 2-7**

**Parks and Open Space**  
SOMO Village Project

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## NOTE

NEIGHBORHOOD STREETS AND ALLEYS MAY BE ADDED OR REALIGNED AT A FUTURE TIME AS PARCELS ARE DEVELOPED

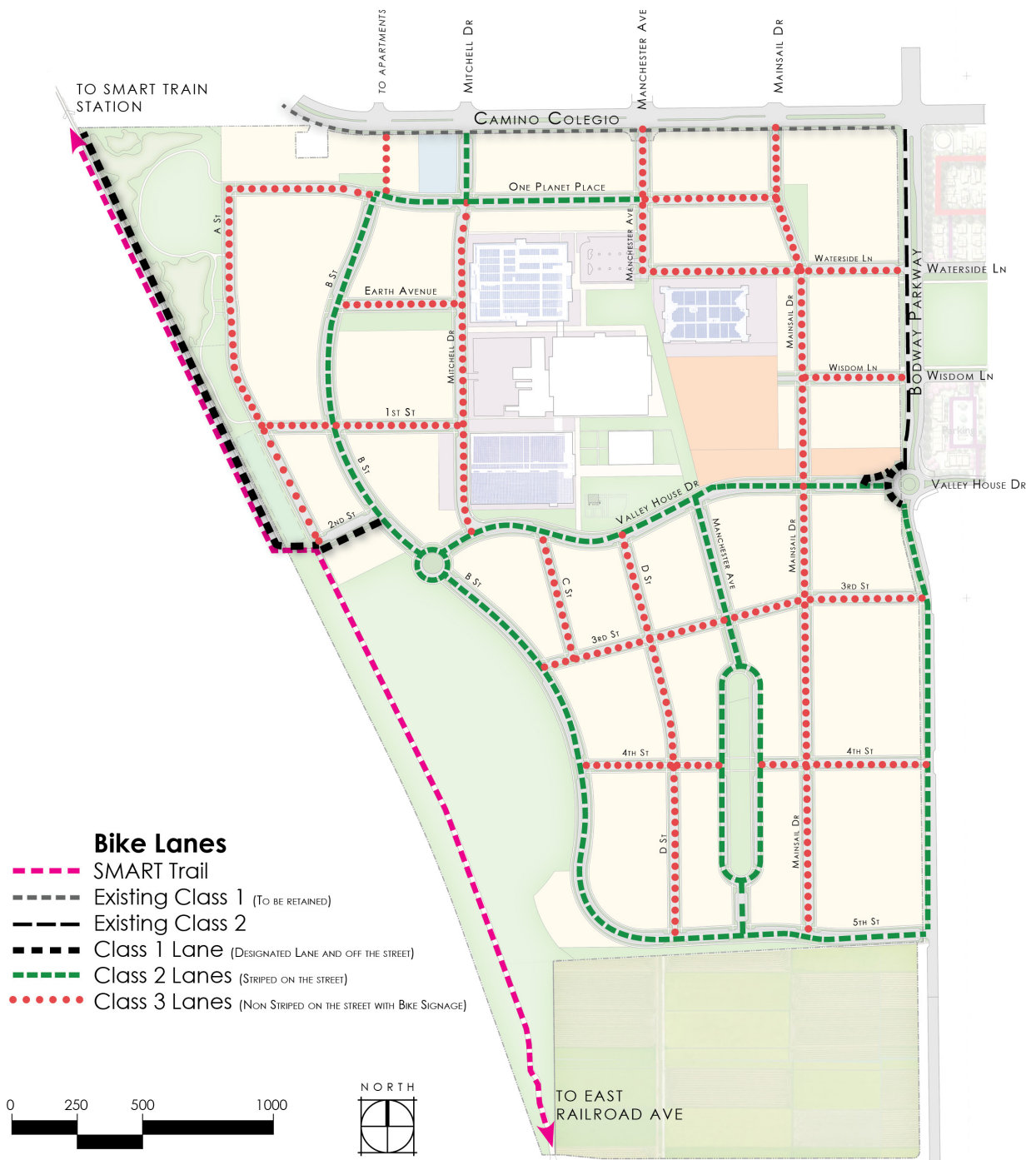
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SOURCE: SOMO Final Development Plan 2019

FIGURE 2-8

Circulation System  
SOMO Village Project

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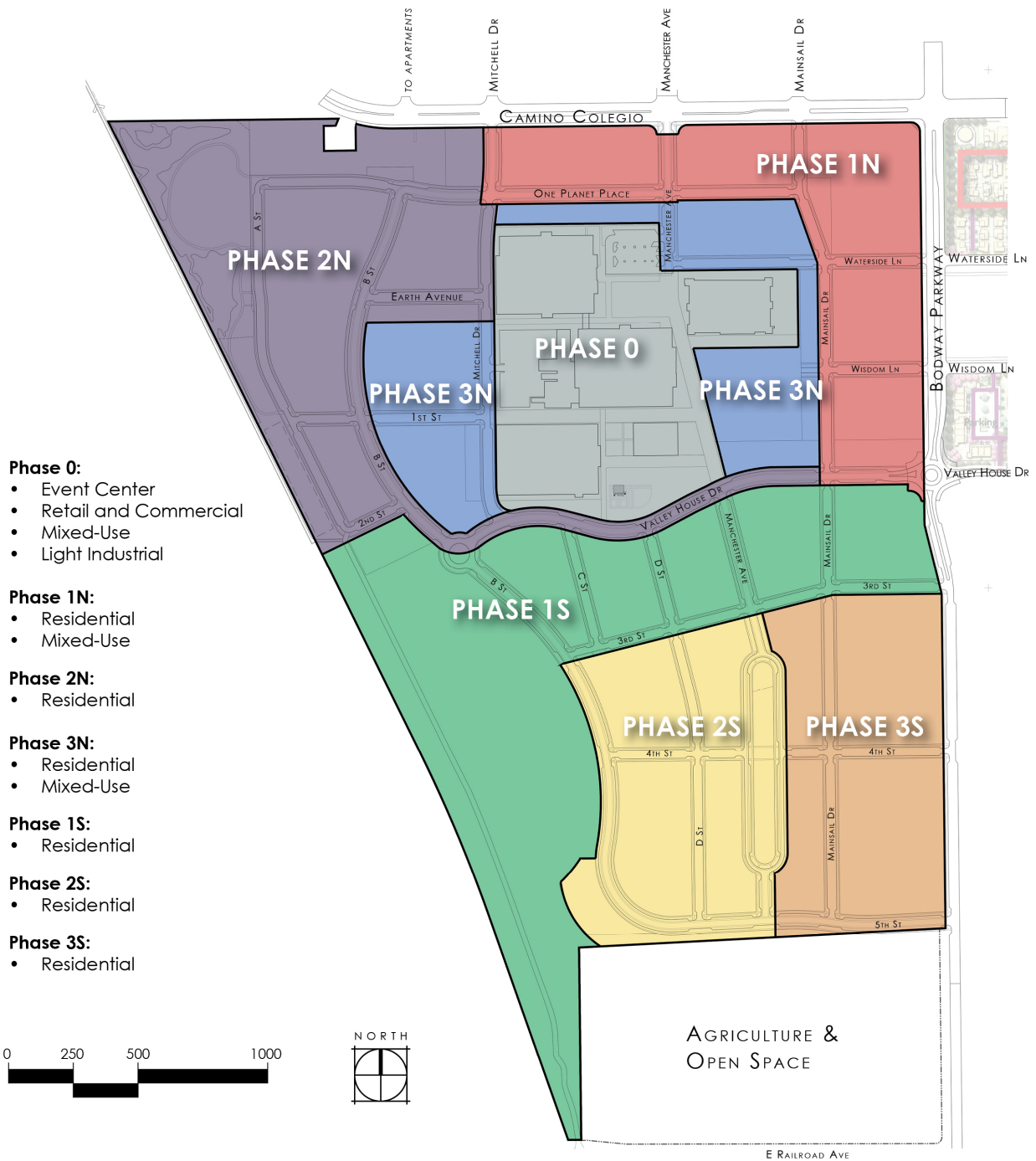
SOURCE: SOMO Final Development Plan 2019

FIGURE 2-9

Bicycle Plan

SOMO Village Project

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SOURCE: SOMO Final Development Plan 2019

FIGURE 2-10

Phasing Plan  
SOMO Village Project

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# 3 Impacts Determined Consistent with Prior Analyses

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## 3.0 Introduction

Chapter 3 supplements analysis from the 2010 EIR (prior EIR, which was prepared for the prior approved project) with information about the proposed project (the focus of this Supplemental EIR [SEIR]). This section focuses on the impact analyses that are substantially consistent with prior analyses. Discussion is organized by environmental topic area and then by specific aspects of the project changes as to the project site and the relocated water tank, which are analyzed under the “SOMO Site” headings. The proposed project also includes an off-site water tank (referred to as the “relocated water tank”). The proposed relocated water tank would be constructed adjacent to the City’s Water Tank #8, which is currently completing construction. Analysis of the relocated water tank is organized by environmental topic area under the “Relocated Water Tank” headings. Following each environmental topic is a brief description of cumulative impacts.

The prior approved project was analyzed per the 2009 CEQA Guidelines Appendix G impact criteria<sup>1</sup>. The proposed project (including the relocated water tank), is subject to substantially similar but updated CEQA Guidelines Appendix G impact criteria.<sup>2</sup> For example, the 2019 CEQA Guidelines has four Aesthetics impact criteria<sup>3</sup> compared to the three criteria studied in 2009. Also, the 2019 CEQA Guidelines include new separate criteria for energy (Section VI), tribal cultural resources (Section XVIII), and wildfire (Section XX). To comprehensively address the 2019 CEQA Guidelines Appendix G impact criteria, a summary table has been included for each environmental topical section.

Following each summary table is a criteria-specific discussion that briefly explains how and why the prior analyses from the prior EIR (including mitigation) and current City standard construction and development requirements (described in Section 2.4.9 Construction) are applicable to the proposed project. As described in the footnote on page 3-3, generally mitigation measures referenced from the prior EIR have been included in this SEIR verbatim. However, in some cases to reflect new information/changes to the proposed project, current best practices, or to provide equivalent or more effective measures – minor revisions have been made. When this is the case it is marked as **modified** in bold text, and revisions are annotated in strikethrough (~~strikethrough~~) and underline. Where it has been determined that there are *new*<sup>4</sup> potentially significant and/or site-specific impacts as a result of the proposed project, a separate analysis has been provided in Chapter 4. *Transportation* impacts from the proposed project are fully addressed in Chapter 4.

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<sup>1</sup> The environmental analysis in the prior EIR was based on the adopted 2009 CEQA Guidelines Appendix G impact criteria.

<sup>2</sup> The CEQA Guidelines were last amended on December 28, 2018. The changes to the CEQA Guidelines were approved by the Office of Administrative Law, and were filed with the Secretary of State and are currently applicable. For simplicity and consistency across the section, the 2018 CEQA Guidelines, as amended, are referred to in this EIR as the “2019 CEQA Guidelines.”

<sup>3</sup> The CEQA Guidelines Appendix G separately discusses “damage to scenic resources including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway” under item III.b.

<sup>4</sup> Significant (and unavoidable) impacts that were *already* identified in the prior EIR are discussed in Chapter 3.

## 3.1 Aesthetics and Urban Design

Potential aesthetics impacts were analyzed in Section 3.1, *Aesthetics and Urban Design* in the prior EIR. The prior EIR analyzed three (3) impact criteria that generally address 2019 CEQA Guideline topics I. Aesthetics a, b, c, and d.

### 3.1.1 SOMO Site

**Table 3.1.1-1. SOMO Site Aesthetics and Urban Design<sup>5</sup>**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Have a substantial adverse effect on a scenic vista.	<b>I. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, Would the project: a) Have a substantial adverse effect on a scenic vista?	No
	b) Substantially damage scenic resources including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	No*
<b>Impact Criterion #2:</b> Substantially degrade the existing visual character or quality of the site and its surroundings.	c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable ongoing and other regulations governing scenic quality?	No
<b>Impact Criterion #3:</b> Create a new source of substantial light or glare that would adversely affect nighttime views in the area.	d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* This criterion was not evaluated in the prior EIR. Analysis applicable to the proposed project has been added.

### Project Review

**3.1.1 (a)** The prior EIR concluded that the proposed development could obstruct views of the Sonoma Mountains to residents west of the project site on the other side of the (SMART) railroad tracks or residents on-site. Specifically, buildings up to three (3) stories in height (proposed within the T-4 General Urban Zone transect) had the potential to obscure views. Also, new building structures with a maximum height allowance of seven (7) stories would fill the field of view (proposed within the T-5 Urban Center Zone and T-6 Urban Core Zone transects). The prior analysis concluded that while there are no formally designated scenic overlooks or vistas within the project site footprint, the development of new structures would have a potential substantial adverse effect on designated scenic vistas to the east. To reduce potential impacts related to multi-story buildings obscuring vistas or views, **Mitigation Measure (MM) 3.1-1** requires the preparation of a view corridor analysis to determine if setbacks and height limits should be established and made conditions of approval.

<sup>5</sup> For all environmental topic areas discussed in Chapter 3 and Chapter 4, the summary tables illustrates the 2019 CEQA Guidelines Appendix G in order. Impact Criteria from the prior EIR (left column) may be out of order or repeated.

Table 2-2 of this SEIR illustrates how the proposed project would develop. While the overall number of residential units in the proposed project would be less (-142 residential units), the T-4, T-5 and T-6 transects remain generally the same and would still allow development in the 3 to 7 story range, with the same potential for view impacts and the same potential for these impacts to be mitigated by careful design.

As the proposed project is in the same geographic location as the prior approved project and does not include substantially different development when compared to the impacts in the prior EIR, with implementation of **MM 3.1-1<sup>6</sup>**, impacts related to adverse effects on a scenic vista would remain **less than significant**.

**3.1.1 (b)** The prior EIR did not identify any state scenic highways in the vicinity of the prior approved project site. The closest scenic highways to the proposed project site are SR 116, approximately 8.5 miles northwest, and SR 12 located approximately 9.5 miles northeast (Caltrans 2019). Both of these scenic highways are not visible from the proposed project site. The proposed project is in the same geographic location as the prior approved project and there would similarly be **no impacts** related to damage of scenic resources including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

**3.1.1 (c)** The prior EIR concluded that the prior approved project would create a potentially significant visual impact related to construction materials stockpiling and storage. However, this impact would be localized and would last intermittently during phased periods of construction at specific locations within the project site. **MM 3.1-2** was proposed to minimize stockpiling and storage of construction materials and equipment by locating construction staging areas away from Camino Colegio and Bodway Parkway, and out of the sight of community traffic, pedestrian use, and local views.

As the proposed project is in the same geographic location as the prior approved project and does not include substantially different development when compared to the impacts in the prior EIR, with implementation of **MM 3.1-2**, impacts related to degradation of visual character or quality of public views of the site and its surroundings would remain **less than significant**.

**3.1.1 (d)** The prior EIR concluded that lighting of new parking areas, buildings, and streets of the prior approved project could form point sources of light that would pose a potentially significant impact, contributing to nighttime views from off-site locations, increased vehicle lights, sky glow, and glare. Although the prior approved project specified use of Low E glass, which has a lower reflective quality, to further mitigate lighting and glare impacts to a less-than-significant level, the prior EIR proposed **MM 3.1-3** requiring downward-facing lighting fixtures and lighting shields to direct light downward and avoid light “spilling” onto adjacent properties and roadways, and use of nonreflective materials whenever possible, reducing the potential for glare and point sources of light interfering with the vision of on- and off-site residents and motorists on local roadways (sensitive receptors).

Lighting of the proposed project would not differ substantially from the prior approved project, and with implementation of **MM 3.1-3**, adverse impacts related to new sources of substantial light or glare affecting day or nighttime views in the area would remain **less than significant**.

<sup>6</sup> Generally mitigation measures referenced from the prior EIR have been included in this SEIR verbatim. However, in some cases to reflect new information/changes to the proposed project, current best practices, or to provide equivalent or more effective measures - minor revisions have been made. When this is the case it is marked as **modified** in bold text, and revisions are annotated in in strikethrough (~~strikethrough~~) and underline.

## Mitigation Measures

**MM 3.1-1:** *(MM 3.1-1 in the 2010 EIR)* Prior to submittal of a detailed grading permit, the project sponsor shall prepare a view corridor analysis in order to determine whether revised maximum building setback and height limits should be established within the T-4 General Urban Zone transect, so as to not obstruct views of the Sonoma Mountains from existing properties immediately west of the project site. The revised building height and setback restrictions should be limited to the extent lines of sight to the Sonoma Mountains from properties immediately west of the project site would not be obstructed by new buildings on the project site. Storey-poles shall be erected in the field prior to building construction to demonstrate that existing views would not be adversely affected. If required, the revised height and setback restrictions would be included as a Condition of Approval and would apply only to affected properties.

**MM 3.1-2:** *(MM 3.1-2 in the 2010 EIR)* Upon approval of grading permits, the stockpiling and storage of construction materials and equipment prior to installation and use, as future phases of the project would be implemented, shall be minimized to the extent practicable by the project sponsor. Although construction staging areas have not been designated at this time, such staging areas shall be located internal to the project site. The staging areas shall be located away from Camino Colegio and Bodway Parkway, and as close to or within the areas of construction as possible, out of the way of community traffic, pedestrian use, and local views.

*(MM 3.1-3[a] in the 2010 EIR)* All new street and other public area lighting shall include fixtures that focus the light downward and include shields to prevent light spill to surrounding properties, sky glow, and glare, to the extent feasible.

*(MM 3.1-3[b] in the 2010 EIR)* Reflective surfaces in public areas shall be kept to a minimum by using nonreflective material wherever possible. The use of nonreflective paints, solar treatments, and finishing materials will be encouraged during the development process.

## 3.1.2 Relocated Water Tank Site

Potential aesthetic impacts of the relocated water tank are discussed in Chapter 4.

## 3.1.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project would mitigate potential aesthetic impacts related to adverse effects on a scenic vista, damage to scenic resources, degradation of existing visual character/quality of public views, and creation of new sources of light/glare. All of these impacts would be reduced to a less-than-significant impact, at a project level. Potential cumulative impacts related to damage to scenic resources, degradation of existing visual character/quality of public views, and new sources of light/glare would be less than significant. However, in a cumulative context, mitigation could not reduce potential adverse scenic viewshed impacts to a less-than-significant impact, and would be considered significant and unavoidable. Construction of dense residential and commercial development in an area of fallow/open land would produce significant visual barriers to existing and anticipated future views. This could only be avoided by not advancing with the proposed project. Therefore, similar to the prior approved project, cumulative impacts related to scenic vistas would remain significant and unavoidable. The City adopted a Statement of Overriding Considerations (SOC) for the prior approved project, stating that the anticipated benefits of the project would outweigh

the significant and unavoidable impacts, thereby justifying its approval. Benefits of the project identified in the SOC include: (1) enhancing opportunities for housing in the City and promoting General Plan housing goals by providing a range of housing types; (2) generating sales tax revenues for the City, (3) creating diverse employment opportunities, and; (4) incorporating green building and sustainable development practices to promote energy efficiency and conservation. The proposed project would also provide these benefits, and thus the SOC conclusions are still applicable.

## 3.2 Air Quality

Potential air quality impacts were analyzed in the prior EIR (Section 3.2). The prior EIR analyzed five (5) impact criteria that generally address 2019 CEQA Guideline topics III. Air Quality a, b, c, and d.

### 3.2.1 SOMO Site

**Table 3.2.1-1. SOMO Site Air Quality**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Conflict with or obstruct implementation of the applicable air quality plan.	<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?	No
<b>Impact Criterion #2:</b> Violate any air quality standard or contribute substantially to an existing or projected air quality violation.		No*
<b>Impact Criterion #3:</b> Result in a substantial net increase in the emissions of any air pollutant for which the project region is problematic under applicable federal or state air quality standards or plans, including releasing pollutants which exceed established quantitative thresholds.	b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	No
<b>Impact Criterion #4:</b> Expose sensitive receptors to substantial pollutant concentrations.	c) Expose sensitive receptors to substantial pollutant concentrations?	No
<b>Impact Criterion #5:</b> Create objectionable odors affecting a substantial number of people.	d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

<sup>a</sup> This criterion has been removed from the updated 2019 CEQA Guidelines and is evaluated instead under criterion “b”.

## Project Review

**3.2.1 (a)** The prior EIR concluded that based on information from the 2000 Clean Air Plan, the Rohnert Park General Plan, and the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, as well as proposed amenities that would encourage non-motor vehicle transportation by future residents in the prior approved project, there would be no significant adverse air quality impact related to conflicting with or obstructing the implementation of an applicable air quality plan. As the proposed project is in the same geographic location as the prior approved project (and therefore the same air basin) and would result in an overall reduction in residential (-142 residential units), commercial/industrial/retail uses (-718,779 sf), and therefore an associated reduction of 2,742 daily vehicle trips; emissions generated by the proposed project are anticipated to be less than those presented for the prior approved project. Therefore, impacts related to conflict with or obstruction of implementation of the applicable air quality plan would remain **less than significant**.

**3.2.1 (b)** The prior EIR described that past, present, and future development projects may contribute to the San Francisco Bay Area Air Basin adverse air quality impacts on a cumulative basis. Per BAAQMD's *CEQA Air Quality Guidelines*, by its nature air pollution is largely a cumulative impact; no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be considered cumulatively considerable, resulting in a significant adverse air quality impact to the region's existing air quality conditions. Therefore, if the project's emissions are below the BAAQMD thresholds or screening criteria, then the project would not result in a cumulatively considerable net increase of any criteria air pollutant.

**Construction.** The prior EIR concluded that construction activities associated with development of the project could generate substantial dust emissions, and therefore could substantially contribute to an existing or projected air quality violation. This was considered a significant impact in the prior EIR, prior to mitigation. **MM 3.2-1** was proposed to implement dust control measures recommended by the BAAQMD, to designate a dust control coordinator, and to reduce emissions from heavy-duty diesel equipment operating during project excavation and construction. As identified in the prior EIR, implementation of **MM 3.2-1** would reduce construction-related air quality impacts to a less-than-significant level.

Notably, as compared to the proposed project, the prior EIR assumed an earlier start date for construction, which represents the worst-case scenario for criteria air pollutant and greenhouse gas (GHG) emissions because equipment and vehicle emission factors for later years would be less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. As such, the proposed project is anticipated to result in less emissions during construction than the prior approved project. Therefore, with implementation of **MM 3.2-1**, impacts related to cumulatively considerable net increases of criteria pollutants for which the project region is in non-attainment under an applicable federal or state ambient air quality standard, would remain **less than significant**.

**Operation.** The prior EIR concluded that project operational activities would generate criteria pollutant emissions, including ozone precursors (ROG and NO<sub>x</sub>) and particulate matter (PM<sub>10</sub>) that would exceed BAAQMD quantitative emission thresholds of 80 pounds per day each. This was therefore considered a significant and unavoidable impact regarding the increase of criteria pollutants. Emissions generated by both stationary (space and water heating devices, landscape maintenance equipment, use of consumer products) and mobile (motor vehicles traveling to, from, and within the site) sources would occur from day-to-day activity. **MM 3.2-2** was proposed to include minimum energy reduction measures in the project design specifications. However, even after implementation of **MM 3.2-2**

the project criteria emissions were expected to remain significant and unavoidable. The City addressed this impact in the SOC, stating that although criteria pollutant emissions would be significant, overall benefits of the prior approved project would outweigh the negative impacts

Notably, the proposed project would result in an overall reduction in residential and commercial uses and an associated reduction of 2,742 daily vehicle trips as compared to prior approved project. Additionally, criteria air pollutant emission factors for on-road vehicles for later years would be less due to more stringent standards. Finally, the 2019 Title 24 Building Energy Efficiency Standards, which will be effective January 1, 2020, will further reduce energy use and associated criteria air pollutant and GHG emissions compared to current standards.

Therefore, the proposed project would result in less criteria air pollutant emissions during operations than presented in the prior EIR. Although this impact is anticipated to remain **significant and unavoidable**, the proposed project would not result in a new or more severe impacts related to a net increase of any criteria pollutant for which the project regional is in non-attainment under an applicable federal or state ambient air quality standard, than previously identified. Because the criteria pollutant emissions from the proposed project would be lower than those from the prior approved project, the conclusions of the SOC are still applicable.

**3.2.1 (c)** The prior EIR concluded that there would be no significant adverse impact regarding the exposure of sensitive receptors to substantial pollutant concentrations. The CALINE4 model was used to estimate existing and future carbon monoxide (CO) concentrations at study-area intersections. It was found that CO concentrations would not exceed established national and state standards for CO, and therefore no sensitive receptors would be exposed to substantial pollutant concentrations. Regarding toxic air contaminants (TACs), diesel particulate matter (DPM) emissions would occur from delivery trucks traveling to and from the project site. However, statewide programs and regulations apply to new trucks and diesel fuel that would reduce the risks of exposure to diesel exhaust, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation and the On-Road Heavy Duty (New) Vehicle Program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered vehicles. There are also several Airborne Toxic Control Measures that reduce diesel emissions, such as the In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025). Furthermore, the prior approved project plans did not include land uses known to be major sources of TACs. Only small quantities of common hazardous or toxic substances, such as cleaning agents, were expected to be present on the project site.

As the proposed project would result in an overall reduction in residential and commercial uses and an associated reduction of 2,742 daily vehicle trips and no change in land uses to any uses known to be major sources of TACs, emissions generated by the development of the proposed project (including CO and TACs) would be less than those presented in the prior EIR. As such, potential impacts related to exposure of sensitive receptors to substantial pollutant concentrations would remain **less than significant**.

**3.2.1 (d)** The prior EIR concluded that there would be no significant adverse impact regarding the creation of objectionable odors affecting a substantial number of people. While it was acknowledged that construction activities would generate airborne odors, such as from diesel exhaust, these odors would only occur during daytime hours and would only be present in the immediate vicinity of the construction activity. Other operational odors, such as those from cooking activities and trash receptacles, were also concluded to be insignificant.

The proposed project is not expected to differ significantly from the prior approved project regarding odors. Therefore, impacts related to other emissions (such as those leading to odors) adversely affecting a substantial number of people would remain **less than significant**.

## Mitigation Measures

**MM 3.2-1:** *(MM 3.2-1[a] in 2010 EIR)* Prior to construction, the project sponsor shall implement recommended dust control measures. To reduce particulate matter emissions during project excavation and construction phases, the project contractor(s) shall comply with the dust control strategies developed by the BAAQMD. The project sponsor shall include in construction contracts the following requirements or measures shown to be equally effective.

- Cover all trucks hauling soil, sand, and other loose construction and demolition debris from the site, or require all such trucks to maintain at least two feet of freeboard;
- Water all exposed or disturbed soil surfaces in active construction areas 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;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- 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;
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Install wind breaks at the windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour over a 30-minute period or more; and
- To the extent possible, limit the area subject to excavation, grading, and other dust-generating construction activity at any one time.

*(MM 3.2-1[b] in 2010 EIR)* Prior to grading, the project sponsor shall designate a dust control coordinator. To facilitate control of dust during construction and demolition phases, the project sponsor shall include a dust control coordinator in construction contracts. All construction sites shall 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.

*(MM 3.2-1[c] in 2010 EIR)* Reduce emissions from heavy-duty diesel-powered equipment. The project contractor(s) shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the project site during project excavation and construction phases. The project sponsor shall include in construction contracts the following requirements or measures shown to be equally effective.

**MM 3.2-2:** *(MM 3.2-2 in 2010 EIR, modified)* Since operational criteria pollutant emissions of the ~~Sonoma Mountain Village proposed~~ project would exceed the thresholds of significance recommended by the BAAQMD, the project sponsor shall include in the project design specifications the following minimum energy reduction measures or other measures shown to be equally effective:

- Use solar or low-emission water heaters in the residential and retail buildings;
- Provide energy-efficient heating, cooling, and other appliances, such as cooking equipment, refrigerators, and dishwashers;
- Provide energy-efficient and automated controls for air conditioning;
- Install ozone destruction catalyst on air conditioning systems, in consultation with the BAAQMD;
- Use light colored roof materials to reflect heat;
- Where feasible and appropriate, use light colored parking surface materials;
- Plant shade trees in parking lots to reduce evaporative emissions from parked vehicles.

### 3.2.2 Relocated Water Tank

**Table 3.2.2-1. Relocated Water Tank Air Quality**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Conflict with or obstruct implementation of the applicable air quality plan.	<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?	No
<b>Impact Criterion #2:</b> Violate any air quality standard or contribute substantially to an existing or projected air quality violation.		No*
<b>Impact Criterion #3:</b> Result in a substantial net increase in the emissions of any air pollutant for which the project region is problematic under applicable federal or state air quality standards or plans, including releasing pollutants which exceed established quantitative thresholds.	b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No
<b>Impact Criterion #4:</b> Expose sensitive receptors to substantial pollutant concentrations.	c) Expose sensitive receptors to substantial pollutant concentrations?	No
<b>Impact Criterion #5:</b> Create objectionable odors affecting a substantial number of people.	d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* This criterion has been removed from the updated 2019 CEQA Guidelines and is evaluated instead under criterion “b”.

## Project Review

**3.2.2 (a)** Refer to 3.2.1 (a). Utility infrastructure, including provision of water supply and conveyance, was included in the prior approved project. The proposed relocated water tank would be more efficient (using gravity flow) than what was previously contemplated, and therefore would result in similar or reduced operational- and construction-related emissions. Consequently, potential impacts related to conflict with or obstruction of implementation of the applicable air quality plan would remain **less than significant**.

**3.2.2 (b)** Refer to 3.2.1 (b). Utility infrastructure, including provision of water supply and conveyance, was included in the prior approved project. The proposed relocated water tank would be more efficient (using gravity flow) than what was previously contemplated, and therefore would result in similar or reduced generation of cumulatively considerable net increases of any criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard.

**Construction.** Construction of the relocated water tank is not anticipated to result in any criteria emissions not already accounted for in the prior approved project. However, those emissions would occur in a different location than was previously contemplated. With implementation of **MM 3.2-1** to prescribe dust control measures, impacts related to criteria pollutants would remain **less than significant**.

**Operation.** Operation of the relocated water tank is not anticipated to result in any criteria emissions not already accounted for in the prior approved project. Although implementation of **MM 3.2-2** to include minimum energy reduction measures in the project design specifications would reduce increases in criteria pollutants, impacts would remain **significant and unavoidable**. This impact was addressed in the SOC, which justified the prior approved project by stating that its anticipated benefits would outweigh its significant and unavoidable impacts. As this impact would not be more severe than previously identified, the conclusions in the SOC are still applicable.

**3.2.2 (c)** Refer to 3.2.1 (c). Utility infrastructure, including provision of water supply and conveyance, was included in the prior approved project. The proposed relocated water tank would be off-site. However, unlike the prior approved project, the relocated water tank would not be located in proximity to any sensitive receptors. Therefore, potential impacts related to exposure of sensitive receptors to pollutant concentrations would be reduced, and remain **less than significant**.

**3.2.2 (d)** Refer to 3.2-1 (d). Utility infrastructure, including provision of water supply and conveyance, was included in the prior approved project. The proposed relocated water tank would be off-site. However, construction of the relocated water tank is not anticipated to result in the release of other emissions such as those leading to odors adversely affecting a substantial number of people (as described in 3.2.2[c] there are no sensitive receptors in proximity. Therefore, potential impacts related to other emissions such as those leading to odors affecting a substantial number of people would be reduced and remain **less than significant**.

## Mitigation Measures

Refer to **MM 3.2-1**.

Refer to **MM 3.2-2**.

### 3.2.3 Cumulative

As identified in the prior EIR, the prior approved project required a General Plan Amendment and rezoning, which increased the project site's potential for direct and indirect emission of air pollutants. Ozone precursor and particulate emissions from project-related stationary and mobile source would exceed BAAQMD significance thresholds. The emissions from the proposed project would be a large proportion of the total City cumulative emissions. Thus, similar to the prior approved project, cumulative air quality impacts from the proposed project would remain significant and unavoidable. As previously discussed, the SOC stated that the anticipated benefits of the prior approved project would outweigh its significant and unavoidable impacts, thereby justifying its approval. The proposed project would continue to provide the benefits outlined in the SOC, and thus the SOC conclusions are still applicable.

## 3.3 Biological Resources

Potential biological resources impacts were analyzed in 3.3, *Biological Resources*, of the prior EIR. The prior EIR analyzed six (6) impact criteria that generally address 2019 CEQA Guideline topics IV. Biological Resources a, b, c, d, e, and f.

### 3.3.1 SOMO Site

**Table 3.3.1-1. SOMO Site Biological Resources**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	<b>IV. BIOLOGICAL RESOURCES.</b> Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	No
<b>Impact Criterion #2:</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	No
<b>Impact Criterion #3:</b> Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means.	c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No

Table 3.3.1-1. SOMO Site Biological Resources

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #4:</b> Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No
<b>Impact Criterion #5:</b> Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No
<b>Impact Criterion #6:</b> Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

**3.3.1 (a)** The prior EIR concluded, based on potential loss and/or degradation of rare plant populations, that there would be a potentially significant impact regarding the take of special-status plant species. The prior EIR acknowledged that because the project site remained uncultivated for a number of years, it was possible that special-status plants such as Sonoma sunshine (*Blennosperma bakeri*), Fragrant fritillary (*Fritillaria liliacea*), Burke's goldfields (*Lasthenia burkei*), Sebastopol meadowfoam (*Limnanthes vinculans*), and Showy Indian clover (*Trifolium amoenum*) may have become reestablished in the project site area. A focused survey conducted in 2002 did not reveal the presence of any special-status species.

An updated search of public databases was conducted in 2019 for this SEIR (refer to Appendix C) and a new analysis of plant species potential to occur revealed that no special-status plant species have more than a low potential to occur. However, the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) consider plant surveys to be valid for only two (2) years, as new populations could possibly become established after that amount of time. **MM 3.3-1** requires focused surveys to reduce this impact to a less-than-significant level. Additionally, the prior EIR concluded that there would be a potentially significant impact regarding loss of California tiger salamander (CTS) individuals or salamander habitat due to close proximity to a known CTS breeding site. Review of public databases conducted for this SEIR show four (4) CTS occurrences within 1.0 mile of the project site, including one (1) occurrence in 2004 at the southwestern portion of the project site. It is likely that CTS move through the project site from breeding sites to upland habitat, though neither breeding sites nor upland habitat are present on the project site. **MM 3.3-2** requires initiation of informal consultation, to avoid loss of individual CTS, or to compensate for the loss of individuals or their habitat, if they were to move into the area prior to construction. This would reduce impacts to a less-than-significant level, and the mitigation approach is consistent with the 2005 Santa Rosa Plain Conservation Strategy.

The prior EIR also concluded that there would be a potentially significant impact to burrowing owl individuals due to availability of suitable foraging habitat, and records in the California Native Diversity Database (CNDDDB) within 10 miles of the project site boundaries. An updated review of public databases for this SEIR suggests that burrowing owl has a moderate potential to occur on site in the grassland and agricultural habitat; however, annual discing of agricultural lands may preclude establishment of small mammal burrows required by this species for nesting. The nearest documented occurrences of this species are located 1.6 miles northeast of the project site (CDFW 2019). With implementation of **MM 3.3-3**, which requires nesting/wintering season surveys, potential impacts to western burrowing owl would be less than significant. The prior approved project was found to potentially result in the direct loss or disturbance of nesting birds and other raptors (birds-of-prey). An updated search of public databases for this SEIR suggested that white-tailed kite (*Elanus leucurus*) has a moderate potential to nest and forage within the project site. **MM 3.3-4** requires pre-construction/breeding season surveys to identify any nesting birds or other raptors, and includes measures for avoidance of nest sites if any nesting species are found.

Finally, the prior EIR did not identify any potential for impacts to bat species, but an analysis of database records and habitat on site suggests that pallid bat (*Antrozous pallidus*) has a moderate potential to roost and forage on site. Trees and buildings within the site could provide suitable roosting habitat. The nearest documented occurrence for pallid bat is approximately 7.2 miles east of the project site (CDFW 2019), but bat species can be difficult to observe and identify without specialized equipment and training.

As part of this SEIR, new **MM 3.3-4b** requires closer review of potential roosting habitat on the project site to ensure that impacts to pallid bat would remain less than significant.

Therefore, with implementation of **MM 3.3-1, 3.3-2 (modified), 3.3-3 (modified), and MM 3.3-4 (modified) and MM 3.3-4[a] (new)**, adverse effects though habitat modifications, on any candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by CDFW or USFWS would remain **less than significant**.

**3.3.1 (b)** The prior EIR concluded that there would be no impacts on riparian habitat or other sensitive natural communities as a result of the prior approved project, as there was a high level of disturbance at the project site from existing urban development and adjacent agricultural fields.

Based on the 2019 CNDDDB query, no sensitive habitats were identified on or adjacent to the project site. The proposed project is in the same geographic location as the prior approved project, and updated review of the CNDDDB confirms that no sensitive habitats are mapped on or near the project site. As such, there would be no new impacts related regarding riparian habitat or sensitive natural communities, and similar to the prior approved project, the proposed project would have **no impacts** related to adverse effects on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS.

**3.3.1 (c)** As described in the prior EIR, a total of 0.59 acre of potential wetlands was identified in the project site area from a study conducted in 2002 by Wetlands Research Associates, Inc. These wetlands included 21 small, seasonally inundated depressions distributed throughout the undeveloped portion of the project site area, and three (3) drainage ditches along the perimeter. An additional potential wetland not included in the report was observed during a survey conducted in 2007. While appearing to span less than 0.10 acre, this additional potential wetland feature may be considered as jurisdictional by United States Army Corps of Engineers (USACE). Because implementation of the prior approved project would result in the loss of all potential wetlands on the project site, this was considered a significant impact. **MM 3.3-5 (modified)** requires a wetland verification (delineation) to reduce impacts to a less-than-significant level by ensuring that no net loss of protected wetlands would occur as a result of the project.

The proposed project is in the same geographic location as the prior approved project. Therefore, with implementation of **MM 3.3-5**, adverse impacts related to substantial adverse effects on state or federally protected wetlands through removal, filling, hydrological interruptions or other means would remain **less than significant**.

**3.3.1 (d)** Although the prior approved project site was noted to include potentially suitable habitat for a number of common and special-status species, the prior EIR found that no wildlife corridors or important wildlife nursery sites were present within the project area.

The biological and wetlands resource surveys conducted on July 17, 2019 for the proposed project confirmed no wildlife corridors or wildlife nursery sites were present. There is regular disturbance related to traffic, agricultural practices (i.e., discing and mowing), and other human activities, all contributing to restriction of wildlife use and movement. As the proposed project is in the same geographic location as the prior approved project, impacts related to native species movement, wildlife corridors, or native nursery sites would remain **less than significant**.

**3.3.1 (e)** The prior EIR found that the prior approved project would result in a significant impact regarding the loss of existing trees protected by municipal codes. Many ornamental trees in the developed portion of the project site are protected from removal or alteration, as described in Chapter 17.15 of the Rohnert Park Municipal Code. Grading plans prepared for the proposed project indicate that a linear earth berm between the project site and Camino Colegio and Bodway Parkway that would have been removed for project construction, thus removing the trees situated on the earth berm as well. Poplar and redwood trees along Bodway Parkway through the center of the site would also have been removed for project development. Removal or alteration of these trees without a Tree Removal Permit would be a violation of the Municipal Code. **MM 3.3-6** requires the preparation of an arborist report prior to any tree removal or development activity, and compliance with Municipal Code 17.15.050 would require payment of an in-lieu fee or replacement of trees that are removed. A licensed and certified arborist shall be hired to inventory all protected trees on the project site slated for removal. Mature trees are protected as part of the planning entitlement process. With implementation of **MM 3.3-6 (modified)**, impacts related to protected trees would remain **less than significant**.

**3.3.1 (f)** The prior EIR concluded that the prior approved project would not conflict with the provisions of any adopted habitat conservation plan (HCP), natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan and thus concluded that there would be no significant impact. The prior approved project site was noted to occur within the boundaries of the Santa Rosa Plan Conservation Strategy (Conservation Strategy) Study Area, however, the entire project site was located within the designated *Urban Growth Boundaries* described in the Conservation Strategy. The north portion of the project was listed in the Conservation as *Already Developed (no potential for impact)*, while the southern portion was shown as designated for future development (where there is potential for CTS to occur, as described in 3.3-1[a]).

As the proposed project is in the same geographic location as the prior approved project, there would continue to be no conflict regarding any conservation plans. With implementation of **MM 3.3-2 (modified)**, impacts related to conflict with an HCP, NCCP, or other conservation plan would remain **less than significant**.

## Mitigation Measures

**MM 3.3-1:** *(MM 3.3-1[a] in the 2010 EIR, modified)* The project sponsor shall retain a qualified biologist, approved by the City, to conduct focused surveys on all undeveloped/unimproved project areas for special-status plant species including, but not limited to, Sonoma sunshine, fragrant fritillary, Burke's goldfields, Sebastopol meadowfoam, and showy Indian clover during the appropriate time of year (generally February through July), prior to issuance of a grading permit ~~for the Southern portions of the site (Phases 1C, 2, and 3).~~

If no special-status plants are located during the surveys, no further mitigation would be required.

*(MM 3.3-1[b] in the 2010 EIR, modified)* If any state or federally listed special-status plant species are found during the surveys in areas that cannot be avoided during construction, the project sponsor shall consult with the appropriate agency (i.e., USFWS, CDFGW, or both) to obtain an incidental take permit for the removal of any state or federally listed plant populations in the project site area. Specific mitigation measures detailing replacement methods and ratios the project sponsor would be responsible for would be developed as required by the agency, but would likely include transplanting existing populations, collection of seed for planting at a mitigation site, and either purchase of mitigation lands where the lost plants will be reestablished, or purchase of mitigation credits at an approved mitigation bank prior to issuance of a grading permits for the Southern portion of the project (Phases 1C, 2, and 3), pursuant to the Santa Rosa Plain Conservation Strategy.

*(MM 3.3-1[c] in the 2010 EIR, modified)* If any non-listed special-status plant species are found during the surveys in areas that cannot be avoided, the project sponsor shall notify CDFGW within 24 hours so that an opportunity can be made available to salvage plants, soil or seed banks, for use in rare plant restoration in mitigation areas prior to issuance of a grading permits for the southern portion of the project (Phases 1C, 2, and 3).

**MM 3.3-2:** *(MM 3.3-2[a] from 2010 EIR, modified)* Prior to the issuance of grading permits for the Southern portion of the project ~~(south of Valley House Drive Phases 1C, 2, and 3),~~ the project sponsor and/or their representatives shall initiate an informal consultation with the USFWS and CDFW to discuss measures to avoid a potential take of CTS during construction. ~~Additionally, since CTS became a Candidate for listing as Endangered under CESA on February 5, 2009, the project sponsor shall include CDFG in all informal consultations with the USFWS to discuss potential impacts on and avoidance measures for CTS.~~

Although details of these measures would be developed in consultation with the USFWS and CDFGW, they would likely include:

- Retaining a qualified biologist, approved by the City, to conduct a preconstruction survey of the project site area to ensure that no potential upland retreat habitat has been created (i.e., through ground squirrel activity) since the 2004 habitat assessment,
- Seasonal restrictions on grading and construction to avoid the wet season dispersal period (i.e., October through March),
- Installation of drift fences around the perimeter of the construction area to prevent any CTS from moving into the area,

- Providing compensation for loss of CTS upland habitat, as required by the USFWS and CDFG (either through avoidance, or purchase of mitigation credits at a USFWS/CDFG approved bank), if any suitable habitat is found during the preconstruction surveys referenced above, and,
- Retaining qualified biologists, approved by the City, to monitor the project site area during construction to ensure that no CTS would be harmed.

Assuming complete avoidance can be achieved, no incidental take permit from either CDFG or USFWS would be required. However, if CTS are discovered to be present in the project site area, and a “take” of the species cannot be avoided, Mitigation Measure 3.3-2(b) shall be required pursuant to the Santa Rosa Plain Conservation Strategy.

**(MM 3.3-2(b) from 2010 EIR, modified)** Prior to construction or issuance of grading permits for the Southern portion of the project ~~(Phases 1C, 2, and 3)~~, the project sponsor and/or their representatives shall initiate consultation with the USFWS (pursuant to Section 7 of the Federal Endangered Species Act) and CDFG (pursuant to Section 2081 of the California Endangered Species Act) to obtain an incidental take permits for loss of any individual CTS. Details of the requirements of the Incidental Take Permit would be developed during consultation with the USFWS and CDFG, but would likely include (but not be limited to) the following.

- Preparation of a Biological Assessment pursuant to Section 7 of the FESA for submission to the USFWS for their review.
- Retaining qualified, permitted biologists to monitor for, and potentially move CTS outside of the project site area.
- Payment of mitigation fees, and/or purchase of mitigation land to compensate for the loss of CTS and their habitat.

~~If CTS should be elevated from Candidate to Endangered status under CESA, an additional and separate authorization from CDFG will be required.~~

**MM 3.3-3:** **(MM 3.3-3[a] from 2010 EIR, modified)** Prior to the issuance of grading permits for the project (Phases 1B, 1C, 2 and 3), the project sponsor shall hire a qualified biologist, approved by the City, to conduct both nesting and wintering season surveys for burrowing owl to determine if the site is used by this species. The timing and methodology for the surveys are based on the Staff Report on Burrowing Owl Mitigation (CDFG 2012) and are summarized below. Refer to Appendix D of CDFG 2012 for additional detail. CDFG may require that these surveys be repeated annually if project construction is expected to span over two or more years.

- Winter (Non-Breeding) Season (September 1 through January 31)— Conduct at least fFour (4) site visits spread evenly throughout the non-breeding season on separate days, 2 hours before to 1 hour after sunset or 1 hour before to 2 hours after sunrise. These initial surveys should be conducted as close as possible to the initiation of construction (preferably no more than 30 days prior to ground breaking).
- Nesting Season (February 1 to August 31)—Conduct 4 survey visits. Four site visits on separate days, 2 hours before to 1 hour after sunset or 1 hour before to 2 hours after sunrise. At least one visit between 15 February and 15 April, and 2) a minimum of three survey visits, at least

~~three weeks apart, between two of the surveys shall be conducted during the peak nesting season between 15 April 15 and 15 July 15, with at least one visit after 15 June.~~

In addition to the wintering and nesting season surveys, pre-construction surveys shall be conducted by a qualified biologist, approved by the City, within ~~7~~14 days prior to the start of ~~ground disturbing-work~~ activities in known ~~where land conversions are planned in known or~~ suitable habitat areas. If ~~burrowing owls are discovered during that survey, development or buffers,~~ or implementation of passive exclusion may be needed (MM 3.3-3[b] through 3.3-3[d]). ~~construction activities would be delayed for more than 7 days after the preconstruction surveys, then a new preconstruction survey would be required. All surveys shall be conducted in accordance with the CDFG/Burrowing Owl Consortium survey protocols (Burrowing Owl Consortium, 1993). A final clearance survey shall be conducted no more than 24 hours before ground disturbing activities. All surveys shall be conducted in accordance with the Staff Report on Burrowing Owl Mitigation (CDFG 2012).~~

If the above survey does not identify any burrowing owls on the project site, no further mitigation would be required. However, should any individual burrowing owls or burrowing owl nests be located, Mitigation Measure 3.3-4(b), Mitigation Measure 3.3-4(c), and Mitigation Measure 3.3-4(d) shall be implemented.

***(MM 3.3-3[b] from 2010 EIR, modified)*** If burrowing owls are discovered in the project area, the project sponsor shall notify the City and CDFW. A qualified biologist, approved by the City, shall implement a routine monitoring program and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion zone until such time that the burrows are determined to be unoccupied. The buffer zones shall be a minimum of 160 feet from an occupied burrow during the non-breeding season (September 1 through January 31), and a minimum of ~~250~~ 656 feet from an occupied burrow during the breeding season (February 1 through August 31).

***(MM 3.3-3[c] from 2010 EIR, modified)*** The project sponsor shall provide appropriate passive relocation mitigation for project-related effects on the burrowing owl in consultation with CDFGW. No relocation shall occur during the breeding season (i.e., passive relocation of burrowing owls can only be conducted during the non-breeding season). Mitigation can be conducted either on the project site, or at an off-site location that is approved by the CDFGW. Preference is for on-site within open space areas, if possible.

***(MM 3.3-3[d] from 2010 EIR, modified)*** The CDFGW shall be consulted regarding the implementation of avoidance or passive relocation methods, and may require preparation of a Burrowing Owl Exclusion Plan, consistent with Appendix E of CDFG 2012). All activities that would result in a disturbance to burrows shall be approved by CDFGW prior to implementation.

**MM 3.3-4** ***(MM 3.3-4[a] from 2010 EIR, modified)*** If construction is to occur between March 15 through August 30, the project sponsor, as required by CDFGW, shall conduct a pre-construction breeding-season survey of the project site within 14 days of when construction is planned to begin. The survey shall be conducted by a qualified biologist, approved by the City, to determine if any birds are nesting on or directly adjacent to the project site.

~~If the above survey does not identify any nesting raptor species on the project site, no further mitigation would be required. However, should any active bird nests be located, Mitigation Measure 3.3-3(b) shall be implemented.~~

***(MM 3.3-4[b] from 2010 EIR, modified)*** The project sponsor shall avoid all active bird nests located in and directly adjacent to the project site during the as required by CDFGW, shall avoid all birds nest sites located in the project site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season. Any occupied nest shall be monitored by a qualified biologist, approved by the City, to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be approved by the CDFGW. The buffer zone shall be delineated by highly visible temporary construction fencing.

**MM 3.3-4[a]** ***(new)*** Pre-construction roosting bat surveys and evaluation of roosting habitat suitability for pallid bat shall be conducted by a qualified bat biologist familiar with these species within 14 days prior to any tree removal or construction activities that occurs during the breeding season (April through August). A qualified bat biologist shall have experience performing roosting bat surveys, and be able to identify guano and urine stains at a minimum. For trees, roosting habitat characteristics to be determined by the qualified bat biologist would be height and structure of the tree, presence of obscuring foliage, peeling or loose bark, cracks or gaps within the trunk or crotch of the tree, and/or presence of woodpecker holes. If the qualified biologist determines that the tree does not provide potential roosting habitat for pallid bat listed above, no further mitigation is required.

Trees or structures determined to have potential roosting habitat shall be removed after the time when bat maternity roosts would be vacated (typically beginning in July/August), but before hibernation begins (typically in October/November). For pallid bat, this would limit tree removal to the time period from September to early October (Western Bat Working Group 2018). The trees shall be removed in the late afternoon hours or close to dusk so that any bats potentially using a tree as a day roost will be active and able to leave the roost, and if so, will be minimally impacted by thermal stress and able to locate an alternative roost nearby.

**MM 3.3-5:** ***(MM 3.3-5[a] from 2010 EIR, modified)*** Prior to the issuance of a grading permit for phases with potential to impact wetlands (~~Phases 1C, 2, and 3 and undeveloped portions of Phase 1B~~), the project sponsor shall retain a qualified biologist, approved by the City, to conduct a re-verification of the 2002 wetland delineation at the site in accordance with the 1987 Manual. This delineation shall also be expanded to include that portion of the northern half of the project area comprising a detention basin in the northwest corner of the site. The delineation report shall be updated and submitted to the USACE for re-verification prior to the issuance of grading permits. If it is determined by the USACE that these features are jurisdictional, then the project sponsor would have the following options: avoidance, removal and replacement mitigation, or a combination thereof. If the avoidance option is adopted, a minimum 100 foot wetland buffer zone setback would be established. The project sponsor shall coordinate with the USACE to ensure that the most feasible mitigation option is incorporated.

*(MM 3.3-5[b] from 2010 EIR)* Where avoidance of existing wetlands is not feasible, then mitigation measures shall be implemented for the project related loss of any existing wetlands on site, such that there is no-net loss of wetland acreage or habitat value. Wetland habitat acreage replacement can be greater than the acreage of wetlands that fall under the jurisdiction of the USACE and/or the RWQCB.

(i) Wetland mitigation shall be developed as a part of the Section 404 CWA permitting process, or for non-jurisdictional wetlands, during permitting through the RWQCB and/or CDFGW. Mitigation is to be provided prior to issuance of grading permits for phases with the potential to impact wetlands ~~(Phase 1C, 2, and 3 and undeveloped portions of Phase 1B)~~. Mitigation could include purchase of the appropriate amount of credits from a Santa Rosa Plain mitigation bank. The exact mitigation ratio is variable, based on the type and value of the wetlands that would be affected by the project, but agency standards typically require a minimum of 1:1 for preservation and 1:1 for the construction of new wetlands. In addition, a wetland mitigation and monitoring plan shall be developed that includes the following:

- Descriptions of the wetland types, and their expected functions and values;
- Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five to ten years;
- Engineering plans showing the location, size and configuration of wetlands to be created or restored;
- An implementation schedule showing that construction of mitigation areas will commence prior to or concurrently with the initiation of project construction; and
- A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/or an endowment held by an approved conservation organization, government agency or mitigation bank).

(ii) Mitigation is to be provided prior to the issuance of grading permits for phases with the potential to impact wetlands ~~(Phases 1C, 2, and 3 and undeveloped portions of Phase 1B)~~, the project sponsor shall acquire all appropriate wetland permits. These permits may include but are not limited to a Section 404 Wetlands Fill Permit from the USACE or a Report of Waste Discharge from the RWQCB, a Section 401 Water Quality Certification from the RWQCB, and, if necessary, a Section 1601 Streambed Alteration Agreement from the CDFGW.

**MM 3.3-6:** *(MM 3.3-6 from 2010 EIR, modified)* Prior to the removal of any trees in any project phase on the main project site, the project sponsor shall hire a licensed and certified arborist to inventory all trees slated to be removed and assess, as directed by the City, as to size, health, species and location. This inventory shall be provided to the City of Rohnert Park Development Services Department. Regardless of any relationship to a “larger project”, the project sponsor shall then comply with the requirements of the arborist’s report for tree protection (for any trees to be retained) and the provisions of Section 17.15.050 of the Rohnert Park Municipal Code for any trees to be removed, including payment of in-lieu fees, the replacement of trees, or both.

~~To insure the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance under Impact Criterion #5, prior to the issuance of grading permits on any portion of the project site, the project sponsor shall hire a~~

~~licensed and certified arborist to inventory all non-exempt trees on the project site slated to be removed and assess as directed by the City as to size, health, species and location. This inventory shall be provided to the City of Rohnert Park Planning and Building Manager or his/her designee for review. The project sponsor shall then comply with the provisions of the Tree Removal Permit issued by the Planning and Building Manager, including tree replacement and the protection of any trees to be retained during construction.~~

### 3.3.2 Relocated Water Tank Site

Potential biological resource impacts of the relocated water tank are discussed in Chapter 4.

### 3.3.3 Cumulative

As identified in the prior EIR, the prior approved project site is highly disturbed and of generally low quality. The current conditions only support special-status species that are widespread in the region. Therefore, because the project site represents relatively low habitat value that are widespread, the project's contribution to the loss of plant and wildlife habitat in the region would be less than significant. The potential impacts to biological resources that could result can be mitigated to less-than-significant levels. Thus, similar to the prior approved project, cumulative biological resources impacts from the proposed project would be less than significant.

## 3.4 Cultural Resources

Potential cultural resources impacts were analyzed in section 3.4, *Cultural Resources* of the prior EIR. The prior EIR analyzed four (4) impact criteria that generally address 2019 CEQA Guideline topics V. Cultural Resources a, b, and c.

### 3.4.1 SOMO Site

**Table 3.4.1-1. SOMO Site Cultural Resources**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Cause a substantial adverse change in the significance of historical resources as defined in CEQA Section 15064.5.	<b>V. CULTURAL RESOURCES.</b> Would the project: a) Cause a substantial adverse change in the significance of a historical resource CEQA Section 15064.5?	No
<b>Impact Criterion #2:</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5.	b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	No
<b>Impact Criterion #3:</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.		No*

Table 3.4.1-1. SOMO Site Cultural Resources

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #4:</b> Disturb any human remains, including those interred outside of formal cemeteries.	c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* Geologic and features and paleontological resources are discussed in Section 3.5, VII. GEOLOGY AND SOILS, f).

### Project Review

**3.4.1 (a-b)** As described in the prior EIR, a records search conducted by the Northwest Information Center (NWIC) in June 2007 indicated that no historic-period buildings, structures, sites, or features were present on the project site, and none were observed during pedestrian field surveys of the site. As such, it was concluded that the prior approved project would have no significant adverse impact related to historical resources. The prior EIR concluded that there was a low to moderate sensitivity for prehistoric cultural resources at the project site, and it was therefore reasonable to conclude that prehistoric cultural deposits could be disturbed or destroyed through project activities. While the NWIC records searches revealed no prehistoric features on the project site, the Sites Protection Committee of the Federated Indians of the Graton Rancheria noted that the project site potentially contained sites or native plants used for religious ceremony. This was considered a potentially significant impact in the prior EIR and **MM 3.4-1** was adopted to address potentially significant impacts related to prehistoric cultural resources.

An updated records search was completed for the project site by NWIC on August 26, 2019. This search included a review of their collection of mapped prehistoric, historical, and built-environment resources, Department of Parks and Recreation (DPR) Site Records, technical reports, historical maps, and local inventories, as well as sources including the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) and listed Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility, California Points of Historical Interest, and California Historical Landmarks. From observations of the present project site conditions, it was apparent that all areas have been subject to substantial disturbance from agricultural activities. No newly identified archaeological resources were identified, and records searches did not return any other cultural or historical resources present within the area. As such, it was determined that the project appears to have low potential for encountering intact cultural deposits during ground disturbing activities. Based on these negative findings and the fact that site conditions have not changed since the prior EIR, no new cultural resource impacts would be expected to occur. As such, with implementation of **MM 3.4-1**, impacts related to potential adverse changes in the significance of a historical or archaeological resource would remain **less than significant**.

**3.4.1 (c)** The prior EIR concluded that there was a potentially significant impact related to disturbance of human remains during excavation or grading for the prior approved project, given the record of prehistoric use of the project area. Prehistoric toolkits dated to the Lower Archaic Period suggest human occupation of the area, with a diversified economy heavily reliant on vegetal resources. An increase in the frequency of prehistoric sites dated to the Early Period suggest an increase in the regional prehistoric population, with artifacts from this period hinting to a generalized economy that incorporated seeds from marshlands and grasslands. Sites dated to the Middle Period have a wide distribution, including valleys and oak woodland habitats. The Late Period was a time of increased settlement and greater social elaboration. **MM 3.4-2** was adopted to address potentially significant impacts related to disturbance of human remains. As described, implementation of **MM 3.4-2** would reduce potentially significant

impacts related to disturbance of human remains to a less-than-significant level. As the proposed project is in the same geographic location as the prior approved project, with implementation of **MM 3.4-2**, impacts to human remains, including those interred outside of dedicated cemeteries during excavation or grading would remain **less than significant**.

#### **Mitigation Measures**

**MM 3.4-1:** *(MM 3.4-1 from 2010 EIR)* Prior to ground breaking the project sponsor shall provide construction specifications, inclusive of earth-disturbance required for the project, that instruct operators of site-grading and excavation equipment to be observant for unusual or suspect archaeological materials that may surface from below during site-grading and excavation operations. Archaeological materials include features such as concentrations of artifacts or culturally modified (darkened) soil deposits including trash pits older than fifty years of age.

In the event that unknown archaeological remains are discovered during subsurface excavation and construction, land alteration work in the vicinity of the find shall 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. If prehistoric archeological deposits are discovered, local Native American organizations shall 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 shall be enforced.

If subsequent investigations result in the recording of prehistoric archeological sites that cannot be avoided and preserved, and the importance of the cultural deposits cannot be determined from surface evidence, then subsurface testing programs shall take place to make such determinations. Testing procedures shall be designed to specifically determine the boundaries of sites, the depositional integrity, and the cultural importance of the resources, as per CEQA criteria. These investigations shall be conducted by qualified professionals knowledgeable in regional prehistory.

The testing programs shall be conducted within the context of appropriate research considerations and shall result in detailed technical reports that define the exact disturbance implications for important resources and present comprehensive programs for addressing such disturbances. Measures similar to the ones described below would also apply:

- Avoidance of an archaeological site through modification of the roadway plan line that would allow for the preservation of the resource
- Covering or “capping” sites with a protective layer of fill; this could be a good way of mitigating situations where public access may be increased as a result of development. Archaeological monitoring during the filling process would be recommended

In circumstances where archaeological deposits cannot be preserved through avoidance or capping, data recovery through excavation would be the alternative.

This measure would consist of excavating those portions of the site(s) that would be adversely affected. The work shall be accomplished within the context of detailed research and in accordance with current professional standards. The program should result in extraction of sufficient volumes

of archaeological data so that important regional research considerations can be addressed. The excavation should be accomplished by qualified professionals and detailed technical reports should result.

In considering subsurface testing and excavations of prehistoric archaeological sites, consultation with the local Native American community is essential; all aspects of the programs, including the treatment of cultural materials and particularly the removal, study and reinternment of Native American burials shall be addressed. All applicable State and local legal requirements concerning these issues shall be strictly adhered to.

**MM 3.4-2:** *(MM 3.4-2 from 2010 EIR)* If human remains are discovered during any phase of project construction, all ground-disturbing activities within 50 feet of the remains shall be halted and the County coroner notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific discovery site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including excavation and removal of the human remains taking into account the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98, to the satisfaction of the City of Rohnert Park Planning Department. Mitigation Measure 3.4-2 shall be implemented prior to the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

### 3.4.2 Relocated Water Tank Site

Potential cultural resource impacts of the relocated water tank are discussed in Chapter 4.

### 3.4.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project would mitigate potential cultural resources (historic and archaeological, as well as human remains) impacts to a less-than-significant level. Therefore, similar to the prior approved project, cumulative cultural resource impacts from the proposed project would be less than significant.

## 3.5 Geology and Soils; Mineral Resources

Potential geology and soils impacts were analyzed in Section 3.5, *Geology and Soils* of the prior EIR. Paleontological resources were analyzed within Section 3.4, *Cultural Resources*, while mineral resources were discussed in Section 3.0, *Introduction to the Environmental Analysis*, under the heading “Environmental Effects Not Found to Be Significant.” The prior EIR analyzed five (5) impact criteria that generally address 2019 CEQA Guideline topics VII. Geology and Soils a through f, and XII. Mineral Resources a and b.

## 3.5.1 SOMO Site

Table 3.5.1-1. SOMO Site Geology and Soils; Mineral Resources

2010 EIR Impact Criteria	2019 CEQA Guidelines	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving: 1.1 Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; 1.2 Strong seismic groundshaking; 1.3 Seismic-related ground failure, including liquefaction; 1.4 Landslides.	<b>VII. GEOLOGY AND SOILS.</b> Would the project: a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	No
<b>Impact Criterion #2:</b> Result in substantial soil erosion or the loss of topsoil.	b) Result in substantial soil erosion or the loss of topsoil?	No
<b>Impact Criterion #3:</b> Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No
<b>Impact Criterion #4:</b> Be located on expansive soil, as defined in Section 1802.3.2 of the 2007 CBC creating substantial risks to life or property.	d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No
	e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No*
<b>Cultural Resources</b>  <b>Impact Criterion #3:</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No
<b>Impact Criterion #5:</b> Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.	<b>XII. MINERAL RESOURCES.</b> Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No

Table 3.5.1-1. SOMO Site Geology and Soils; Mineral Resources

2010 EIR Impact Criteria	2019 CEQA Guidelines	New Significant Impact or Increase in Severity?
<b>Impact Criterion #6:</b> Result in the loss of availability of a locally-important mineral resource recovery site delineated by the General Plan, a specific plan or other land use plan.	b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* This topic was not evaluated in the prior EIR. Analysis applicable to the proposed project has been added.

## Project Review

### Geology and Soils

**3.5.1 (a-d)** The prior EIR did not identify any significant adverse impacts with respect to geology and soils. Buildings and facilities for human occupancy in the City are required to be sited and designed in accordance with appropriate geotechnical and seismic guidelines and recommendations consistent with the Uniform Building Code (UBC), and more specifically the California Building Code (CBC). Adherence to relevant plans, codes, and regulations as required with respect to project design and construction would provide adequate levels of safety for the geotechnical and soils conditions at the project site.

The proposed project is in the same geographic location as the prior approved project and does not include substantially different construction or operational activities that could create new environmental impacts or new construction methods that would result in new or substantially more severe geological or geotechnical impacts when compared to the impacts in the prior EIR. As such, geological or geotechnical impacts would remain **less than significant**.

**3.5.1 (e)** This question was not discussed in the prior EIR. No septic tanks or alternative wastewater disposal systems exist on site or are planned for the proposed project. As such, **no impacts** related to septic tanks or alternative wastewater systems are expected to occur.

**3.5.1 (f)** The prior EIR did not identify any significant adverse impacts with respect to unique paleontological or geologic features on the project site. As such, no new impacts related to this topic would be expected to occur. The prior EIR also disclosed that there are no known significant mineral deposits at the project site.

The proposed project is in the same geographic location as the prior approved project and does not include substantially different construction or operational activities that could create new environmental impacts or new construction methods. As such, impacts related to destruction of a unique paleontological resource or site or unique geologic feature would remain **less than significant**.

### Mineral Resources

**3.5.1 (a-b)** The prior EIR found that the project was located 3.5 miles east of the nearest Mineral Resource Sector, and therefore concluded there would be no significant adverse impact regarding the loss of availability of a known mineral resource that would be of value to the region and residents of the state.

The proposed project is located in the same area as the prior approved project and no new impacts related to loss of availability of a known mineral resource or loss of availability of a mineral resource recovery site are expected to occur. As such, impacts related to the loss of mineral resources would remain **less than significant**.

### Mitigation Measures

None required. The proposed project would be required to adhere to the standards and regulations included in the UBC and CBC and the recommendations of the applicable geotechnical report. The City shall confirm during plan check, that the most recent code has been followed and all appropriate recommendations in the geotechnical report are adhered to.

## 3.5.2 Relocated Water Tank

**Table 3.5.2-1. Relocated Water Tank Geology and Soils; Mineral Resources**

2010 EIR Impact Criteria	2019 CEQA Guidelines	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving: 1.1 Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; 1.2 Strong seismic groundshaking; 1.3 Seismic-related ground failure, including liquefaction; 1.4 Landslides.	<b>VII. GEOLOGY AND SOILS.</b> Would the project: a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	No
<b>Impact Criterion #2:</b> Result in substantial soil erosion or the loss of topsoil.	b) Result in substantial soil erosion or the loss of topsoil?	No
<b>Impact Criterion #3:</b> Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No
<b>Impact Criterion #4:</b> Be located on expansive soil, as defined in Section 1802.3.2 of the 2007 CBC creating substantial risks to life or property.	d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No
	e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No*

Table 3.5.2-1. Relocated Water Tank Geology and Soils; Mineral Resources

2010 EIR Impact Criteria	2019 CEQA Guidelines	New Significant Impact or Increase in Severity?
<b>Cultural Resources</b>  <b>Impact Criterion #3:</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No*
<b>Impact Criterion #5:</b> Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.	<b>XII. MINERAL RESOURCES.</b> Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No*
<b>Impact Criterion #6:</b> Result in the loss of availability of a locally-important mineral resource recovery site delineated by the General Plan, a specific plan or other land use plan.	b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No*

Source: Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

## Project Review

### Geology and Soils

**3.5.2 (a-d)** The geographic footprint of the relocated water tank has been the subject of several geotechnical investigations including :

- *Geotechnical Exploration, Anderson 128 Property Water Reservoir; ENGEO, Inc.; dated April 22, 2005.*
- *Geotechnical Exploration, Anderson 128 Property Water Reservoir Access Road, ENGEO, Inc.; dated August 22, 2006*
- *Updated Seismic Design Criteria; Tank 8 Schedule B; Rohnert Park, California; ENGEO, Inc.; dated August 29, 2014*

These reports concluded that the area was not subject to surface fault rupture. Further, no residential structures exist or are proposed at that site, thus exposure of people or structures to adverse effects from seismic ground shaking during seismic activities or to geological hazards was found to be unlikely. These reports also determined low or no potential for liquefaction, landslides, or other slope failures. Construction-related soil erosion and sedimentation related-impacts were determined to be less than significant with compliance with the State Water Resources Control Board (SWRCB) General Permit requirements. Potential impacts from ground settlement and expansive soils were mitigated to a less-than-significant level by implementation of measures prescribed by adherence to the UBC/CBC and any required geotechnical report (in accordance with Section 1803 of the CBC). As such, geological or geotechnical impacts would be **less than significant**.

**3.5.2 (e)** This question was not discussed in the prior EIR. No septic tanks or alternative wastewater disposal systems exist on site or are planned for the proposed project (including the relocated water tank site). As such, **no impacts** related to septic tanks or alternative wastewater systems are expected to occur (City of Rohnert Park 2019).

**3.5.2 (f)** As disclosed in site-specific geotechnical reports and based on the updated cultural resources letter report (refer to Appendix D) no known unique paleontological or geologic features exist on the relocated water tank site. As such, no impacts related to this topic would be expected to occur. As such, impacts related to the destruction of a unique paleontological resource or site or unique geologic feature would remain **less than significant**.

### **Mineral Resources**

3.5.2 (a-b) The relocated water tank site would be located even further east of the SOMO site (>3.5 miles east of the nearest Mineral Resource Sector), and therefore, impacts related to loss of mineral resources would remain **less than significant**.

### **Mitigation Measures**

None required. The proposed project (including construction at the relocated water tank site) would be required to adhere to the standards and regulations included in the UBC and CBC, including the recommendations of the applicable geotechnical reports. The City shall confirm during plan check that the most recent code has been followed and all appropriate recommendations are adhered to.

## 3.5.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project would reduce potential geotechnical impacts to a less-than-significant level through adherence to the standards and regulations included in the UBC and CBC and the recommendations of the applicable geotechnical reports. Therefore, similar to the prior approved project, cumulative geology and soils impacts from the proposed project would be less than significant.

## 3.6 Hazards and Hazardous Materials

Potential hazards and hazardous materials impacts were analyzed in Section 3.6, *Hazards and Hazardous Materials* of the prior EIR. The prior EIR analyzed six (6) impact criteria that generally address 2019 CEQA Guideline topics IX. Hazards and Hazardous Materials a through g.

### 3.6.1 SOMO Site

**Table 3.6.1-1. SOMO Site Hazards and Hazardous Materials**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No
<b>Impact Criterion #2:</b> Create a significant hazard to the public or the environment through	b) Create a significant hazard to the public or the environment through reasonably	No

Table 3.6.1-1. SOMO Site Hazards and Hazardous Materials

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
reasonably-foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	
<b>Impact Criterion #3:</b> Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	c) Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No
<b>Impact Criterion #4:</b> Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No
	e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No*
<b>Impact Criterion #5:</b> Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No
<b>Impact Criterion #6:</b> Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* This topic was not evaluated in the prior EIR. Analysis applicable to the proposed project has been added.

## Project Review

**3.6.1 (a)** As described in the prior EIR, the prior approved project would have a less-than-significant impact regarding the creation of hazards through routine transport, use, or disposal of hazardous materials, due to existing hazardous materials regulations.

No changes are anticipated for the proposed project which would also be required to adhere to all standards for transport, use and disposal of hazardous materials. The proposed project would comply with these regulations and is not expected to involve any actions or activities that would result in new impacts. Therefore, impacts related to hazards and hazardous materials would remain **less than significant**.

**3.6.1 (b)** Based on findings from the Phase I Site Assessments and regulatory file reviews (refer to Appendix F), the prior EIR concluded that there would be a potentially significant impact regarding the release of hazardous materials into the environment resulting from upset and accident conditions. The Phase I Site Assessments identified areas of concern including previous storage of chemicals and wastes, underground storage tanks

(USTs), aboveground storage tanks, a solvent tank pit, and asbestos containing materials. Project activities could disturb any unknown or remaining contaminated areas of soil, inadvertently exposing construction workers or the environment to a health risk. With implementation of **MM 3.6-1**, which outlines guidelines to fully assess and investigate potentially contaminated soil and groundwater, the impact would be reduced to a less-than-significant level. Additionally, the prior EIR concluded that structure and building component demolition, modification, and removal could disturb hazardous materials (i.e., asbestos, PCBs, lead, or mercury) in the existing buildings, resulting in increased risk of human and environmental exposure to hazardous materials. **MM 3.6-2** was proposed to retain a qualified environmental specialist to inspect the building prior to demolition or remodeling, reducing the impact to a less-than-significant level. The most recent Phase I Site Assessment, conducted in 2016, revealed no evidence of recognized environmental conditions (RECs) in connection with the site and recommended continued adherence to regulatory requirements for the UST system and a tightness test to determine its structural integrity, as well as management of suspected asbestos-containing materials under an Asbestos Operations & Maintenance (O&M) Plan. As the proposed project is not expected to include any activities or actions that would result in new impacts, with implementation of **MM 3.6-1**, **MM 3.6-2**, and recommended measures of the Phase I Site Assessments, impacts related to significant hazards to the public though upset and accident conditions would remain **less than significant**.

**3.6.1 (c)** The prior EIR identified the nearest schools to the project site at the time, including Monte Vista Elementary School, La Fiesta Elementary School, and Cross Crown Lutheran School. The closest school was Monte Vista Elementary School, located approximately 0.25 miles north of the northern edge of the project site. As no schools were proposed or within 0.25 mile of the project site at the time, the prior EIR concluded there would be a less-than-significant impact under this criterion.

Credo High School was established in a former technology campus building within the project site area in 2016, and thus was not taken into account in the prior EIR. However, the prior EIR concluded that the prior approved project would have a less-than-significant impact regarding the creation of hazards through routine transport, use, or disposal of hazardous materials, due to existing hazardous materials regulations. As the current proposed project would also comply with applicable regulations, and no new hazardous environmental conditions have been identified since the prior EIR, it is not expected that the students of Credo High School would be exposed to new hazardous emissions or substances. Implementation of **MM 3.6-1** and **MM 3.6-2** would further prevent the release of hazardous materials resulting from upset and accident conditions. Therefore, impacts related to significant hazards within 0.25 miles of an existing or proposed school remain **less than significant**.

**3.6.1 (d)** As the project site was not listed on the Hazardous Waste and Substances Sites (Cortese) List, the prior EIR concluded that there would be no significant adverse impact. The proposed project is in the same geographic location as the prior approved project. Based on a review of available databases, no other events have occurred on the project site since the 2010 analysis that would necessitate listing on the Cortese list. Therefore, impacts related to location on a site included on the Cortese list resulting in a significant hazard to the public or environment would remain **less than significant**.

**3.6.1 (e)** This question was not discussed in the prior EIR as the project site is not within an airport land use plan and does not sit within 2 miles of any airport.

There has been no change as a result of the proposed project, and as such, there is **no impact** related to location within an airport land use plan or public airport.

**3.6.1 (f)** The prior EIR concluded that the prior approved project would not impair implementation of or physically interfere with adopted emergency response or evacuation plans. The City adopted a Standardized Emergency Management Plan in 1995, which describes procedures in the event of an emergency. The Department of Public Safety developed the Standardized Emergency Management System, which is revised and updated annually. Additionally, the City maintains a hazardous materials response plan. The prior approved project proposed to develop a system of trails, roads, and alleys, facilitating easier emergency vehicle access. As such, it was concluded that there would be no significant adverse impact regarding this topic.

The proposed project continues to include development of new access roads and systems, and no new actions are expected to occur that would impair or interfere with any adopted emergency response or evacuation plans. Therefore, impacts related to impairment or interference with an adopted emergency response plan/evacuation plan would remain **less than significant**.

**3.6.1 (g)** The prior EIR notes that the prior approved project site was not listed as a wildland fire risk area or wildlife interface zone by the California Department of Forestry and Fire protection, nor was the site included in a Moderate, High, or Very High Fire Hazard Safety Zone. Additionally, development of the site would reduce potential wildland fire risk on the project site by replacing grassland with site development. Thus, it was concluded there would be no significant impact from the prior approved project.

As the proposed project is in the same geographic location and also involves urbanization and development upon the existing grasslands, impacts regarding wildland fires would remain **less than significant**.

#### **Mitigation Measures**

**MM 3.6-1:** *(MM 3.6-1 from 2010 EIR)* Prior to project grading, a Phase II Environmental Site Assessment shall be conducted by the project sponsor in areas of known concern identified in the Phase I ESA. These areas are near the chemical storage areas, near the existing diesel UST, near the historic diesel fuel spill site, near the nitrogen above ground storage tank and near the solvent pit tank. This investigation shall involve the collection and analysis of soil and groundwater samples. Sampling shall extend at least to depths proposed for site grading or excavation, and samples shall be tested for elevated levels of petroleum hydrocarbons, volatile organic compounds, or lead. This assessment shall be completed by a Registered Environmental Assessor, Registered Geologist, Professional Engineer, or similarly qualified individual prior to initiating any earth-moving activities at the project site. Soils with concentrations of hazardous substances above regulatory threshold limits shall be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with approval of DTSC, Sonoma County Department of Public Health Services, or the Regional Water Quality Control Board (RWQCB).

In the event that residual or unknown contamination is visually discovered during site grading or excavation activities, further investigations shall 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 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. 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 are 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.

**MM 3.6-2:** *(MM 3.6-2 from 2010 EIR)* Prior to commencing the demolition, removal and/or remodeling or reconstruction of exterior or interior portions of existing buildings on the project site, the project sponsor shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor) to inspect the buildings. The specialist shall 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, and the California Department of Toxic Substances Control.

### 3.6.2 Relocated Water Tank

**Table 3.6.2-1. Relocated Water Tank Hazards and Hazardous Materials**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No
<b>Impact Criterion #2:</b> Create a significant hazard to the public or the environment through reasonably-foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No
<b>Impact Criterion #3:</b> Emit hazardous emissions or handle hazardous or acutely-	c) Emit hazardous emissions or handle hazardous or acutely-hazardous materials,	No

Table 3.6.2-1. Relocated Water Tank Hazards and Hazardous Materials

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	substances, or waste within one-quarter mile of an existing or proposed school?	
<b>Impact Criterion #4:</b> Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No
	e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No*
<b>Impact Criterion #5:</b> Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No
<b>Impact Criterion #6:</b> Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No

Source: Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

## Project Review

**3.6.2 (a-g)** The geographic footprint of the relocated water tank was included in two (2) prior Phase I Environmental Site Assessments:

- *Phase I Environmental Site Assessment Report for the Proposed Single Family Residential Development: Vast Oak Properties, Rohnert Park, California; Hallenbeck and Associates; dated 1990.*
- *Phase One Environmental Site Assessment, Rohnert Park, California; Submitted to Brookfield Homes, Pleasanton, CA, ENGEO, Inc.; dated 2000.*

No hazardous materials sites were identified in the ESAs.

The ESAs also indicated that proposed development would result in less-than-significant impacts related to routine transport, use, or disposal of hazardous materials, listing on a hazardous materials site, or interfering with an emergency response or evacuation plan. There are no Federal National Priority List (NPL) sites within the area. The ESAs also did not find any new or increased impacts that would result from construction of Tank #8. Similar to the proposed project, adherence to the recommendations of the ESAs would address potential hazards and hazardous

materials impacts. Furthermore, the City shall confirm during plan check that the most recent code is being followed and input on storage and handling of hazardous materials from the fire department is adhered to.

### 3.6.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project would mitigate potential hazards and hazardous materials impacts to a less-than-significant level. Similar to the prior approved project, cumulative hazards and hazardous materials impacts from the proposed project would be less than significant.

## 3.7 Hydrology and Water Quality

Potential hydrology and water quality impacts were analyzed in Section 3.7, *Hydrology and Water Quality*, of the prior EIR. The prior EIR analyzed 11 impact criteria that generally address 2019 CEQA Guideline topics X. Hydrology and Water Quality a through e. Several impact criteria analyzed in the previous EIR were removed in the updated CEQA Guidelines, and therefore were not discussed further in the Project Review discussion.

### 3.7.1 SOMO Site

**Table 3.7.1-1. SOMO Site Hydrology and Water Quality**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Violate any water quality standards or waste discharge requirements. <b>Impact Criterion #9:</b> Alter groundwater or surface water quality, temperature, dissolved oxygen, or turbidity.	<b>X. HYDROLOGY AND WATER QUALITY.</b> Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No
<b>Impact Criterion #2:</b> Substantially deplete groundwater supplies or interfere substantially with groundwater recharge so that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No
<b>Impact Criterion #3:</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. <b>Impact Criterion #7:</b> Substantially increase the amount of impervious surface coverage.	c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No
<b>Impact Criterion #4:</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No

Table 3.7.1-1. SOMO Site Hydrology and Water Quality

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #5:</b> Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. <b>Impact Criterion #6:</b> Introduce typical stormwater pollutants into ground or surface water. <b>Impact Criterion #8:</b> Result in discharge, directly through a storm drain system into surface waters.	(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No
<b>Impact Criterion #11:</b> Place within a 100-year flood hazard area structures which would impede or redirect flood flows;	(iv) impede or redirect flood flows?	No
<b>Impact Criterion #10:</b> Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;	d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No
	e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No*

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* This topic was not evaluated in the prior EIR. Analysis applicable to the proposed project has been added.

### Project Review

**3.7.1 (a)** The prior EIR concluded that implementation of the prior approved project would not violate existing water quality standards or waste discharge requirements. The prior approved project would be required to adhere to regional and local regulations or policies that monitor and limit potential effects on runoff volume and rate, erosion, flooding, groundwater recharge, and surface/groundwater quality linked to chemical contaminants or sedimentation.

The proposed project would develop the site with similar uses and would be subject to regulations and policies. Additionally, the proposed project includes implementation of stormwater Best Management Practices (BMPs) (refer to FDP in Appendix A) suggested to minimize the introduction of pollutants in downstream water bodies. This includes a Sediment Control Plan, trash capture devices, and a series of bioretention areas to capture storm water runoff. Therefore, impacts related to this topic would remain **less than significant**.

**3.7.1 (b)** Studies conducted for the prior EIR indicated that during the project construction phase, it would possibly be necessary to dewater open trenches and foundation pits. This would result in a potential temporary lowering of the perched water table, but would not affect the local shallow groundwater table due to impeding layers. It was also determined that operation of the prior approved project would result in greater amounts of impervious surfaces, but use of infiltration galleries and basins would partially offset any potential reduction in groundwater recharge. Little groundwater recharge occurs within the project site, as soils generally have a low infiltration capacity. Thus, the prior EIR concluded that the prior approved project would not substantially interfere with groundwater recharge or decrease groundwater supplies.

As the proposed project is located in the same geographic area with the same soil properties, impacts related to decreases in groundwater supplies or interference with groundwater recharge would remain **less than significant**.

**3.7.1 (c) i)** The prior EIR concluded that the prior approved project would increase runoff potential, thus contributing to erosion or siltation on or off site. This was considered a potentially significant impact in the prior EIR. Construction activities such as excavation, soil compaction, and grading would temporarily disturb soils and result in sediment transport. Implementation of the prior approved project would be subject to existing regulations for erosion and sediment controls, and implementation of Storm Water Pollution Prevention Plan (SWPPP) BMPs to the maximum extent practicable. However, the increase in impervious surfaces would potentially result in a greater amount of stormwater runoff leaving the project site, leading to streambed and bank erosion and siltation in the Laguna de Santa Rosa or Lichau Creek. **MM 3.7-1 (modified)** was adopted to prevent hydromodification through stormwater controls, such as through the use of swales, infiltration galleries/cisterns, and other methods.

The proposed project is located in the same geographic area with the same drainage patterns onsite. With implementation of **MM 3.7-1** and recommended stormwater BMPs, the impact of the proposed project related to alteration of the existing drainage pattern resulting in substantial erosion or siltation on- or off-site would remain **less than significant**.

ii) The prior EIR concluded that with implementation of recommended stormwater BMPs and **MM 3.7-1** noted previously, there would be a sufficient amount of runoff controls to prevent substantial off-site run-off and downstream erosion within Lichau Creek or the Laguna de Santa Rosa.

The proposed project is located in the same geographic area with the same or similar surface conditions. As such, with implementation of **MM 3.7-1** and recommended stormwater BMPs, the impact of the proposed project to rate or amount of surface runoff, resulting in flooding on- or off-site would remain **less than significant**.

iii) The prior EIR stated that new on-site drainage facilities, compliant with the City of Rohnert Park Storm Drain Design Standards, would be constructed to serve all drainage needs of the prior approved project. Additionally, with implementation of **MM 3.7-1**, the prior approved project would possess a properly designed on-site storm drainage system, resulting in off-site runoff not substantially different than existing conditions even under 2-year and 10-year storm event conditions.

With construction of new on-site drainage facilities and implementation of **MM 3.7-1**, impacts to drainage would remain **less than significant**.

iv) **MM 3.7-1**, as proposed in the prior EIR, involves the preparation of a Final Drainage Master Plan for all on- and off-site drainage facilities. The Final Drainage Plan shall include an analysis of stormwater runoff peak flow rate and volume from the site for flow events important to stream geomorphology conditions and flood flow conveyance. Additionally, the prior EIR noted that the prior approved project sponsors intended to incorporate relevant stormwater BMPs. A recommended BMP for the proposed project includes incorporation of permanent volume control measures.

The proposed project is located in the same geographic area with the same or similar surface conditions. As such, with implementation of relevant BMPs and **MM 3.7-1**, impacts related to impeding flood flows would remain **less than significant**.

**3.7.1 (d)** As described in the prior EIR, the prior approved project site was not located within a Federal Emergency Management Agency defined Flood Hazard Area subject to inundation during a 100-year flood event.

As the proposed project is in the same geographic location as the prior approved project, and is additionally not within a tsunami or seiche zone, impacts related to being located in a flood hazard, tsunami, or seiche zone would remain **less than significant**.

**3.7.1 (e)** The proposed project would not conflict with or obstruct implementation of a water quality control plan or groundwater management plan. As noted in the prior EIR, the prior approved project would be subject to water quality control plans and programs, including the NPDES program, the San Francisco Bay Basin Water Quality Control Plan, and the North Coast Region Water Quality Control plan.

The current proposed project would also be subject to the mentioned programs, and no new actions are expected to conflict with or obstruct implementation of any such plans. Therefore, impacts related to conflict with or obstruction of implementation of a water quality control plan or sustainable groundwater management plan would remain **less than significant**.

#### Mitigation Measures

**MM 3.7-1:** *(MM 3.7-1 from 2010 EIR, modified)* Prior to issuance of a grading permit, a Final Drainage Master Plan for all on- and off-site drainage facilities (including water quality facilities - BMPs) shall be prepared by the project sponsor and submitted to the City of Rohnert Park for review and approval. The Final Drainage Plan shall be prepared by a Registered Civil Engineer and shall be in conformance with the City of Rohnert Park Storm Drain Design Standards, Municipal Code 16.16.020 C. Storm Drains and General Plan goals and policies in Section 7.2 Drainage, Erosion, Stormwater, and Flooding and Section 6.3 Water Quality. The Final Drainage Plan shall include a comparative analysis of stormwater runoff peak flow rate and volume from the site for flow events important to stream geomorphology conditions and flood flow conveyance. The Final Drainage plan shall be prepared in accordance with the SCWA and SUSUMP Design Standards and shall include design measures and BMPs that demonstrate that peak flows from under project buildout conditions would not result in a net increase over pre-development conditions in either a 2 year or 10 year storm event. The Final Drainage Plan shall include at a minimum, written text addressing existing conditions, the effects of project improvements, all appropriate calculations, a watershed map, potential increases in downstream flows and volumes, proposed on-site and off-site improvements, on-site water quality facilities, effectiveness of water quality BMPs, operation and maintenance responsibilities, inspection schedules, reporting requirements and shall include specifics regarding the timing of implementation. Grading permits shall be issued following City approval of the proposed Final Drainage Plan. The Drainage Plan shall be coordinated in its development with the Water Quality Management Plan to maximize the efficiency of BMPs for both stormwater detention and water quality treatment.

~~'s Department of Public Works and the Community Development Services Department for review and approval. The Final Drainage Plan shall be prepared by a Registered Civil Engineer and shall be in conformance with the City of Rohnert Park Storm Drain Design Standards, Municipal Code 16.16.020 C. Storm Drains and General Plan goals and policies in Section 7.2 Drainage, Erosion, Stormwater, and Flooding and Section 6.3 Water Quality. The Final Drainage Plan shall include a comparative analysis of stormwater runoff peak flow rate and duration from the site for flow events~~

important to stream geomorphology conditions and flood flow conveyance; from 20 percent of the 2-year peak flow event up to the pre-project 10-year peak flow event. The Final Drainage plan shall be prepared in accordance with the SCWA and SUSUMP Design Standards and shall include design measures and BMPs that demonstrate that peak flows from under project buildout conditions would not result in a net increase in peak flow rate or duration over pre-development conditions from 20 percent of the 2-year peak flow event up to the pre-project 10-year peak flow event. The Final Drainage plan shall be prepared in accordance with the SCWA and SUSUMP Design Standards and shall include design measures and BMPs that demonstrate that peak flows from under project buildout conditions would not result in a net increase in peak flow rate or duration over pre-development conditions from 20 percent of the 2-year peak flow event up to the pre-project 10-year peak flow in either a 2-year or 10-year storm event. The post-project flow duration curve shall not deviate above the pre-project flow duration curve by more than 10 percent over more than 10 percent of the length of the curve corresponding to the range of flows to control. Flow control structures may be designed to discharge stormwater at a very low rate that does not threaten to erode the receiving waterbody. This flow rate (also called Qcp138) shall be no greater than 20 percent of the pre-project 2-year peak flow. The Final Drainage Plan shall include at a minimum, written text addressing existing conditions, the effects of project improvements, all appropriate calculations, a watershed map, potential increases in downstream flows and volumes, proposed on-site and off-site improvements, on-site water quality facilities, effectiveness of water quality BMPs, operation and maintenance responsibilities, inspection schedules, reporting requirements and shall include specifics regarding the timing of implementation. Grading permits shall be issued following City approval of the proposed Final Drainage Plan.

The Drainage Plan shall be coordinated in its development with the Water Quality Management Plan to maximize the efficiency of BMPs for both stormwater detention and water quality treatment.

### 3.7.2 Relocated Water Tank

**Table 3.7.2-1. Relocated Water Tank Hydrology and Water Quality**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Violate any water quality standards or waste discharge requirements. <b>Impact Criterion #9:</b> Alter groundwater or surface water quality, temperature, dissolved oxygen, or turbidity.	<b>X. HYDROLOGY AND WATER QUALITY.</b> Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No
<b>Impact Criterion #2:</b> Substantially deplete groundwater supplies or interfere substantially with groundwater recharge so that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No
<b>Impact Criterion #3:</b> Substantially alter the existing drainage pattern of the site or area,	c) Substantially alter the existing drainage pattern of the site or area, including through the	No

Table 3.7.2-1. Relocated Water Tank Hydrology and Water Quality

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. <b>Impact Criterion #7:</b> Substantially increase the amount of impervious surface coverage.	alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	
<b>Impact Criterion #4:</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No
<b>Impact Criterion #5:</b> Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. <b>Impact Criterion #6:</b> Introduce typical stormwater pollutants into ground or surface water. <b>Impact Criterion #8:</b> Result in discharge, directly through a storm drain system into surface waters.	(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No
<b>Impact Criterion #11:</b> Place within a 100-year flood hazard area structures which would impede or redirect flood flows;	(iv) impede or redirect flood flows?	No
<b>Impact Criterion #10:</b> Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;	d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No
	e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No

Source: Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

**3.7.2 (a-e)** The relocated water tank site is located northeast of the SOMO site at a higher elevation. The geographic footprint of the relocated water tank has been reviewed in three separate geotechnical reports (see Section 3.5.2 for references to these reports). As described in those geotechnical reports, potential impacts related to seiche, tsunami, or mudflow hazards, groundwater quantity, and surface water quality would be low. Although construction of a new water tank would modestly increase impervious surfaces in the area, the existing tank site includes stormwater drainage infrastructure designed in compliance with City and Sonoma County low impact design criteria. Furthermore, the water tank design would be required to comply with the requirements of a Final Drainage Master Plan, which includes all on-

and off-site drainage facilities (including water quality facilities) and BMPs would be implemented to eliminate or reduce the discharge of pollutants due to construction. As such, with implementation of a Stormwater Prevention Pollution Plan (SWPPP) and compliance with the Final Drainage Master Plan (refer to **MM 3.7-1**), hydrology and water quality impacts from the relocated water tank would remain **less than significant**.

### Mitigation Measures

Refer to MM 3.7-1.

## 3.7.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project would reduce potential hydrology and water quality impacts to a less-than-significant level. Therefore, similar to the prior approved project, cumulative hydrology and water quality impacts from the proposed project would remain less than significant.

## 3.8 Land Use and Planning

Potential land use and planning impacts were analyzed in Section 3.8, *Land Use*, of the prior EIR. The prior EIR analyzed three impact criteria that generally address 2019 CEQA Guideline topics XI. Land Use and Planning a and b. One (1) impact criterion analyzed in the previous EIR was removed in the updated CEQA Guidelines, and therefore was not discussed further in the Project Review discussion.

### 3.8.1 SOMO Site

**Table 3.8.1-1. SOMO Site Land Use and Planning**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #3</b> Physically divide an established community.	<b>XI. LAND USE AND PLANNING.</b> Would the project: a) Physically divide an established community?	No
<b>Impact Criterion #1:</b> Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, the Zoning Ordinance or any specific plan), adopted for the purpose of avoiding or mitigating an environmental effect. <b>Impact Criterion #2:</b> Conflict with any applicable habitat conservation plan or natural community conservation plan.	b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

## Project Review

**3.8.1 (a)** The prior EIR concluded that the prior approved project would not physically divide an established community. At the time of the prior EIR, the northern portion of the site was developed and had begun the process of adaptive reuse with additional land uses constructed on-site. The southern portion of the site also had long-term plans for development with residential, commercial, and recreational land uses. Existing transportation arteries surrounding the project site did maintain a degree of physical separation between developed and undeveloped areas.

The current proposed project is in the same geographic location and is not expected to involve any new actions that would impact established communities. The former Agilent Technologies campus buildings continue to be renovated and a diverse group of tenants occupy the developed portion of the site. The southern portion of the site remains undeveloped. Therefore, impacts related to physical division of an established community will remain **less than significant**.

**3.8.1 (b)** The prior EIR notes that while the prior approved project was designed with the City of Rohnert Park's General Plan goals and policies in mind, it was in direct conflict with the industrial land use designation's allowable uses and would require a General Plan Amendment. As part of the prior approvals, the General Plan amendment was approved and the project site was rezoned to "P-D" (Sonoma Mountain Village Planned Development) to accommodate a wider range of land uses, although the proposed project still requires a General Plan amendment and rezoning. The proposed project is consistent with the current P-D zoning and, as envisioned, may accommodate more light industrial and job-producing uses than envisioned by the prior approved project. If the amendments and rezoning are approved, this impact would remain less than significant. Refer to Section 3.10, *Planning Policy and Relationship to Plans* of this EIR for a discussion of the proposed project's consistency with General Plan policies and Table 3.10.1-1 for a more detailed consistency analysis discussion.

The proposed project would similarly not result in any loss of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance as designated by the State Department of Conservation. As such, impacts related to conflict with land use plan, policy, or regulations would remain **less than significant**.

## Mitigation Measures

None required.

## 3.8.2 Relocated Water Tank

**Table 3.8.2-2. Relocated Water Tank Land Use and Planning**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #3</b> Physically divide an established community.	<b>XI. LAND USE AND PLANNING.</b> Would the project: a) Physically divide an established community?	No
<b>Impact Criterion #1:</b> Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited	b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted	No

Table 3.8.2-2. Relocated Water Tank Land Use and Planning

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
to the General Plan, the Zoning Ordinance or any specific plan), adopted for the purpose of avoiding or mitigating an environmental effect. <b>Impact Criterion #2:</b> Conflict with any applicable habitat conservation plan or natural community conservation plan.	for the purpose of avoiding or mitigating an environmental effect?	

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

**3.8.2 (a)** The relocated water tank site is surrounded by vacant and previously farmed lands and would be immediately adjacent to the new City water tank and associated infrastructure. Construction of the relocated water tank would not interfere with existing uses in the area and would not physically divide an established community. Rather, the relocated water tank would be located in an area with similar and compatible land uses. Thus, impacts related to physically dividing an established community would remain **less than significant**, similar to the prior approved project.

**3.8.2 (b)** Construction of the relocated water tank is consistent with land use plans, policies, and regulations. It would be located in an area that already has similar and compatible land uses (Tank #8). Refer to Section 3.10, *Planning Policy and Relationship to Plans* of this EIR for a discussion of the proposed project's consistency with General Plan polices and Table 3.10.1-1 for a more detailed consistency analysis discussion. Therefore, impacts from conflict with land use plans, policies, and regulations would remain **less than significant**.

### Mitigation Measures

None required.

## 3.8.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project would not conflict with any land use policy or plan specifically adopted for the purpose of avoiding or mitigating an environmental effect. A rezoning was required in 2010, and that rezoning has been accomplished. Some minor amendments to the zoning code are proposed. A new (T7) zone will be created to allow more light industrial uses and to accommodate the existing buildings. The zoning ordinance would also be amended to create new administrative procedures and amend the composition of the Design Review Board (DRB). The intent of these changes is to streamline the development approval process and would not significantly change the land use and planning impacts. Cumulative land use and planning impacts from the proposed project would be less than significant.

## 3.9 Noise

Potential noise impacts were analyzed in Section 3.9, *Noise* of the prior EIR. The prior EIR analyzed four impact criteria that generally address 2019 CEQA Guideline topics XIII. Noise a, b, and c. Two impact criteria analyzed in the previous EIR were removed in the updated CEQA Guidelines, and therefore were not discussed further in the Project Review discussion.

### 3.9.1 SOMO Site

**Table 3.9.1-1. SOMO Site Noise**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Expose persons to or generate noise levels in excess of standards established in the General Plan or noise ordinances, or applicable standards of other agencies. <b>Impact Criterion #3</b> Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	<b>XIII. NOISE.</b> Would the project result in: a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No
<b>Impact Criterion #2:</b> Expose persons to or generate excessive groundborne vibration levels.	b) Generation of excessive groundborne vibration or groundborne noise levels?	No
	c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No*

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* This topic was not evaluated in the prior EIR. Analysis applicable to the proposed project has been added.

### Project Review

**3.9.1 (a)** The prior EIR concluded that the prior approved project would expose residential uses fronting Camino Colegio west of Manchester Avenue and East Railroad Avenue east of Old Redwood Highway to exterior traffic noise levels that exceed City standards. This was considered a potentially significant impact, prior to mitigation. Exterior noise levels exceeded the noise standard of 60 dBA  $L_{dn}$  at the north side of Camino Colegio (60.5 dBA  $L_{dn}$ ), north side of East Railroad Avenue (61.2 dBA  $L_{dn}$ ), south side of East Railroad Avenue (60.3 dBA  $L_{dn}$ ), and both sides of East Cotati Avenue (66.9 dBA  $L_{dn}$ ). MM 3.9-1 requires the construction of a solid concrete/masonry wall along the property line on the north side of Camino Colegio between Manchester Avenue and Mitchell Drive. This would reduce noise impacts to **less than significant** for residents along Camino Colegio. However, impacts to East Railroad Avenue would be **significant and unavoidable**, as construction of sound walls prescribed in **MM 3.9-1** were deemed unfeasible. Each residence along the East Railroad Avenue frontage would require its own driveway for vehicle access, thus creating an unobstructed open area. Noise exposure of residential uses facing East Cotati Avenue

were already exceeded without the project, and the prior approved project would only trigger a 0.2 dBA Ldn increase over existing traffic noise levels. This would be less than the FTA impact threshold of a 2 dBA increase over existing ambient noise levels. Therefore, impacts to East Cotati Avenue would be less than significant. **MM 3.9-2** ensures that noise levels in the backyards of the homes along Camino Colegio between Manchester Avenue and Mitchell drive do not increase substantially.

The current proposed project is not expected to differ significantly regarding noise levels. As such, with implementation of **MM 3.9-1 (modified)** and **MM 3.9-2**, impacts to residential uses at Camino Colegio and East Cotati Avenue would remain **less than significant**, and impacts to residential uses on East Railroad Avenue would remain **significant and unavoidable**. This impact was addressed in the SOC, which justified the prior approved project by stating that its anticipated benefits would outweigh its significant and unavoidable impacts. As this impact would not be more severe than previously identified, the conclusions in the SOC are still applicable.

**3.9.1 (b)** The prior EIR concluded that the prior approved project would have a less-than-significant impact regarding generation of excessive groundborne vibration or noise levels. While vibration levels in certain areas were found to potentially exceed the 80 VdB threshold for residences and buildings where people normally sleep, construction activities would be limited to daytime hours between 8:00 a.m. and 6:00 p.m. in accordance with Section 9.44.120 of the *Rohnert Park Municipal Code*. Nonetheless, **MM 3.9-1(a)** was proposed in the 2010 Final EIR to help further reduce the already less-than-significant impact.

The proposed project is not expected to include any new actions or activities associated with generation of excessive groundborne vibration or noise levels, and would be subject to the same Municipal Code provision. Thus, with or without implementation of **MM 3.9-1(a)**, impacts related to generation of excessive groundborne vibration or noise levels would remain **less than significant**.

**3.9.1 (c)** This Appendix G question was not discussed in the prior EIR as the project site is not within an airport land use plan and does not sit within 2 miles of any airport. There has been no change and as such, similar to the prior approved project, there is **no impact** related to location within an airport land use plan or public airport.

#### Mitigation Measures

- MM 3.9-1:** (**MM 3.9-1 from 2010 EIR, modified**) A seven- to eight-foot-high solid concrete/masonry wall along the property line on the north side of Camino Colegio between Manchester Avenue and Mitchell Drive shall be constructed prior to commencement of construction activities on the ~~SMV~~ project site adjacent to Camino Colegio. The wall shall be designed to be similar to the existing wall along Camino Colegio between Manchester Avenue and Mainsail Drive.
- MM 3.9-1[a]:** (**MM 3.9-1[a] from 2010 EIR**) The project sponsor shall provide a disclosure statement to all prospective residents of the possibility of disruption of sleep due to vibration from ongoing on-site construction activity associated with project development.
- MM 3.9-2:** (**MM 3.9-2 from 2010 EIR**) Implement Mitigation Measure 3.9-1 to ensure that exterior noise levels in the backyards of the homes located along Camino Colegio between Manchester Avenue and Mitchell Drive do not increase substantially. This would reduce the incremental impact to the residences along Camino Colegio to a less-than-significant level. No mitigation measure is available to reduce the noise impact for residences facing East Railroad Avenue.

### 3.9.2 Relocated Water Tank

**Table 3.9.2-1. Relocated Water Tank Noise**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Expose persons to or generate noise levels in excess of standards established in the General Plan or noise ordinances, or applicable standards of other agencies. <b>Impact Criterion #3</b> Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	<b>XIII. NOISE.</b> Would the project result in: a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No
<b>Impact Criterion #2:</b> Expose persons to or generate excessive groundborne vibration levels.	b) Generation of excessive groundborne vibration or groundborne noise levels?	No
	c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No*

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* This topic was not evaluated in the prior EIR. Analysis applicable to the proposed project has been added.

#### Project Review

**3.9.2 (a)** Potential noise impacts from the relocated water tank would primarily be limited to construction.

Construction noise impacts would be temporary and would be required to comply with standard noise requirements as prescribed by the City. This would include adherence to City of Rohnert Park Municipal Code prescribed hours of construction (daytime hours between 8:00am and 6:00pm).

The period of construction at the relocated water tank site would be approximately a year. Once constructed, operation would be limited to maintenance checks (1-2 trucks per week)<sup>7</sup>. Therefore, with implementation of standard noise requirements as prescribed by the city and prescribed hours of construction as described in the City's Municipal Code, potential impacts related to generation of substantial temporary or permanent increases in noise would remain **less than significant**.

**3.9.2 (b)** Potential construction activities associated with the relocated water tank would include grading and excavation. No pile driving is anticipated. The closest rural residences to the new site are approximately 500 feet from the project site. Construction activities would be limited to prescribed hours of construction (daytime hours

<sup>7</sup> Personal communication with City of Rohnert Park, Vanessa Garrett, Engineer, via email 10/8/19.

between 8:00 a.m. and 6:00 p.m.) in accordance with the City of Rohnert Park Municipal Code. Therefore, impacts related to groundborne vibration or noise would remain **less than significant**.

**3.9.2 (c)** This question was not discussed in the prior EIR. The relocated water tank site is not within an airport land use plan and does not sit within 2 miles of any airport. Therefore, there is **no impact** related to location within an airport land use plan or public airport.

#### **Mitigation Measures**

None required.

### 3.9.3 Cumulative Impacts

As identified in the prior EIR, noise exposure of residential uses along East Railroad Avenue would be a significant and unavoidable cumulative impact. Therefore, similar to the prior approved project, cumulative noise impacts from the proposed project would remain significant and unavoidable. As previously discussed, the SOC stated that the anticipated benefits of the prior approved project would outweigh its significant and unavoidable impacts, thereby justifying its approval. The proposed project would continue to provide the benefits outlined in the SOC, and thus the SOC conclusions are still applicable.

## 3.10 Planning Policy and Relationship to Plans

### 3.10.1 SOMO Site and Relocated Water Tank Site

#### **Introduction**

As set forth in Gov. Code section 65300, all incorporated cities and counties in California are required to develop and adopt a plan for physical development of the county or city, and any land within its sphere of influence. The Rohnert Park General Plan fulfills this requirement for the City of Rohnert Park. Adopted in July 2000, the Rohnert Park General Plan guides development of the City through the year 2020. The General Plan serves primarily as a policy document and is used as a reference for decision-making regarding capital improvements, neighborhood rehabilitation, and development projects. The prior EIR evaluated the prior approved project's consistency with the 2000 version of the General Plan.

However, the City's General Plan has since been updated, with the latest eight (8) edition update printed in August of 2017.

#### **Prior Project Review**

The prior EIR evaluated the prior approved project and its components for consistency with the relevant goals and policies of the 2000 Rohnert Park General Plan. The prior approved project was found to be in direct conflict with the industrial land use designation, however, as a result of the prior project approvals, the General Plan was amended to change zoning standards within the project area from Limited Industrial ("I-L") to Sonoma Mountain Village Planned Development (P-D). Overall, the prior approved project was found consistent with the relevant goals and policies of the 2000 General Plan. Goal and policy issues include those relating to land use, growth management, community design, transportation, open space, public facilities, environmental resources, and

related subject areas. For areas in which potential General Plan inconsistency issues were identified, mitigation measures or recommended amendments were noted as required to bring the prior approved project into consistency with the General Plan goal or policy considered. Mitigation measures were developed and described in the prior EIR.

#### **Project Consistency With New Policies in the Rohnert Park General Plan**

Three (3) new General Plan policies were added to the General Plan after the prior EIR analysis. The proposed project (including the relocated water tank) would be consistent with all of the new General Plan policies, as shown in Table 3.10.1-1 below. Potential for the proposed project to cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect is provided in Section 3.9 *Land Use and Planning* of this EIR.

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Table 3.10.1-1. Consistency of the SOMO Village Project with New Policies of the Rohnert Park General Plan

Goals, Policies, and Mitigation Measures	Supplemental Consistency Analysis	Applicable SEIR Mitigation Measures
<b>Land Use and Growth Management Element</b>		
<b>Policy LU-35:</b> Require preparation of a Final Development Plan, Conditional Use Permit and Design Review approval prior to approval of any development in the Sonoma Mountain Village area.	<b>Consistent.</b> The proposed project would, similar to the prior approved project, include preparation of a Final Development Plan, Conditional Use Permit and Design Review approval prior to approval of any development in the project area.	N/A
<b>Policy LU-36:</b> Ensure that land uses are dispersed in accordance with the provisions of the Sonoma Mountain Village Planned Development Zoning District: <ul style="list-style-type: none"> <li>• Encourage infill and redevelopment growth strategies within new neighborhoods.</li> <li>• Ensure that zoning provisions will reserve ample space for commercial, industrial, and/or other business-related uses, and require development to enhance economic activity with the Sonoma Mountain Village area through support of business development programs, support of business incubator programs, and mixed-use development.</li> <li>• Include a framework of transit, pedestrian, and bicycle systems, both within the Sonoma Mountain Village area and connecting to the surrounding community, that provide alternatives to the automobile.</li> <li>• Develop neighborhoods that are compact, pedestrian-oriented and contain mixed-use.</li> <li>• Offer a range of housing types and price levels to accommodate diverse ages and incomes.</li> <li>• Provide appropriate building densities and land uses within walking distance of transit stops.</li> <li>• Provide public, institutional, and commercial activities in neighborhoods rather than isolating them in remote single use complexes.</li> <li>• Distribute a range of open space including parks, squares, and playgrounds within the neighborhood.</li> <li>• Require that buildings and landscaping contribute to the physical definition of thoroughfares as civic places.</li> </ul>	<b>Consistent.</b> The proposed project would, similar the prior approved project, develop the site per the listed provisions, emphasizing infill (on the main SOMO site and constructing the relocated water tank adjacent to an existing Tank #8), growth strategies, diversity of land uses, supported by appropriate infrastructure and in accordance with current planning best practices.	N/A
<b>Policy LU-37:</b> Ensure that the land use program is within the ranges indicated on Table 2.4-5, including the minimum and maximum number of units for each residential land use classification.	<b>Consistent:</b> The proposed project would develop 176 acres, similar to the prior approved project, with mixed-use, public/institutional, parks/open space in accordance with Table 2.4-5, including the minimum and maximum number of units for each residential land use classification.	N/A

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## 3.11 Population and Housing

Potential population and housing impacts were analyzed in Section 3.11, *Population and Housing* of the prior EIR. The prior EIR analyzed three impact criteria that generally address 2019 CEQA Guideline topics XIV Population and Housing a and b. The Appendix G questions corresponding to Impact Criterion #2 and #3 were combined in the CEQA Guidelines update, and are therefore discussed entirely within topic b.

### 3.11.1 SOMO Site

**Table 3.11.1-1. SOMO Site Population and Housing**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Induce substantial growth in an area either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<b>XIV. POPULATION AND HOUSING.</b> Would the project: a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No
<b>Impact Criterion #2:</b> Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? <b>Impact Criterion #3</b> Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

#### Project Review

**3.11.1 (a)** The prior EIR identified a less-than-significant impact regarding substantial direct or indirect growth of an area resulting from the prior approved project. The proposed project would generate 4,081 residents compared to 4,434 (or a reduction of 357 residents) for the prior approved project. Thus, impacts related to induced substantial unplanned population growth in an area either directly or indirectly would remain **less than significant**.

**3.11.1 (b)** As described in the prior EIR, the project site consists of an undeveloped and vacant south portion, and a north portion with new office tenants occupying former Agilent Technologies campus buildings.

Creation of new office space as part of the proposed project would accommodate existing businesses, along new and/or relocated businesses. No persons working in the office spaces would be permanently displaced. As such, impacts related to displacement of substantial numbers of people or housing, would remain **less than significant**.

#### Mitigation Measures

None required.

### 3.11.2 Relocated Water Tank

**Table 3.11.2-1. Relocated Water Tank Population and Housing**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Induce substantial growth in an area either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<b>XIV. POPULATION AND HOUSING.</b> Would the project: a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No
<b>Impact Criterion #2:</b> Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? <b>Impact Criterion #3</b> Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

#### Project Review

**3.11.2 (a-b)** No commercial or residential development exists or is proposed at the relocated water site, nor would it result in extension of roads or any other infrastructure not already included in the proposed project. Thus, impacts related to population growth (though direct or indirect extension of infrastructure) or displacement of people or house, would be **less than significant**.

#### Mitigation Measures

None required.

### 3.11.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project in combination with other cumulative developments would not result in a substantial change in the City's overall population or jobs housing balance. Therefore, similar to the prior approved project, cumulative population and housing impacts from the proposed project would remain less than significant.

## 3.12 Public Services; Recreation

Potential public services impacts were analyzed in Section 3.12 *Public Services*, of the prior EIR. The prior EIR analyzed three impact criteria that generally address 2019 CEQA Guideline topics XV. Public Services a, and XVI. Recreation a and b.

## 3.12.1 SOMO Site

Table 3.12.1-1. SOMO Site Public Services; Recreation

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically-altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: i. Fire and police protection; ii. Schools; and iii. Other public facilities;	<b>XV. PUBLIC SERVICES.</b> a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	No
<b>Impact Criterion #3</b> Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	<b>XVI. RECREATION.</b> a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No
<b>Impact Criterion #2:</b> Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment; or	b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

## Project Review

*Public Services; Recreation*

**3.12.1 (a)** The prior EIR analysis was based on the prior approved project plan of a maximum 1,694 dwelling units and up to 198 accessory dwelling units. Based on a 100 percent occupancy rate, the prior approved project was expected to add 4,438 residents to the City. The current approved project has proposed the same maximum amount of dwelling units, but a smaller amount of accessory dwelling units (56), resulting in a slightly lower build-out population compared to the prior approved project.

### **Police and Fire**

In order to maintain existing service ratios at the time of the prior EIR, an additional five (5) police patrol officers and an additional two (2) fire officers would have been needed to accommodate the population increase resulting from the prior approved project. According to the City's Department of Public Safety, buildout of the east side of Rohnert Park (inclusive of the prior approved project) would have required an additional east or southeast side station to provide Fire and Emergency Medical Services for the area. Additional needs were identified, including an Information Services Lieutenant, Detective, Traffic Officer, Community Service Officer, Dispatchers, Records personnel, vehicle mechanic, Fire Inspector, and Animal Shelter personnel. However, because development of the project by itself would not have warranted construction or expansion of structures, the prior EIR concluded that the prior approved project would have no significant adverse impact regarding fire or police facilities.

Similarly, the current proposed project is not expected to require additional police and fire services to an extent where the project by itself would warrant construction or expansion of facilities, especially since the project involves a lesser expected amount of new residents compared to the prior EIR analysis. Despite this, the project includes the construction of a new fire station within the project limits. The Development Agreement (DA) between the City and the project proponent sets forth a timeline under which the project proponent will dedicate the fire station site to the City and provide funding for the design and construction of the fire station. These DA provisions ensure that, despite the fact that the project on its own does not trigger expansion of facilities, the expansion will occur and service levels can be enhanced. Thus, the proposed project would continue to have **no impact** regarding this topic.

### **Schools**

Based on estimates of average student yield by Cotati-Rohnert Park Unified School District (CRPUSD), the prior EIR concluded that the prior approved project would produce a maximum of 757 elementary school students, 190 middle school students, and 379 high school students, for a total of 1,326 students. At the time of the prior EIR, this would have potentially caused capacity to be exceeded for CRPUSD elementary schools by 321 students. However, the prior EIR analysis noted that this was a conservative estimate due to district enrollment declining over the years. Additionally, the CRPUSD Superintendent indicated that the district would likely be able to accommodate the new student growth. As such, the prior EIR concluded that there would be no significant adverse environmental impacts related to this topic.

As the current proposed project involves a lesser expected amount of new residents, there would continue to be no significant adverse environmental impacts. Additionally, Section 65996 of the State Government Code states that payment of school impact fees is deemed as full and complete mitigation for school impacts. Finally, since the approval of the prior EIR a charter high school, Credo High, has located within the project area increasing the school capacity. As such, even in the case of significant student growth as a result of the proposed project, impacts would remain **less than significant**.

### **Parks and Recreational Facilities**

Regarding parks and recreational facilities, the prior EIR concluded that there would be no significant adverse impact. Based on the City's parkland standards of five acres per every 1,000 residents, buildout of the prior approved project would require an additional 22.19 acres of parkland to meet the demand of 4,438 additional residents. The prior approved project's 27.3 acres of park dedication would thus exceed the City's standard, and no additional parkland buildout would be necessary.

The current proposed project will be required to meet the City's park dedication requirement of 5.0 acres per 1,000 residents (land combined with the value of improvements). Therefore, even though park dedication may be less than the previous approval, impacts to parks and recreation would remain **less than significant**.

### **Emergency Services**

The prior EIR also evaluated the additional demand on emergency medical services as a result of the prior approved project, and concluded that ambulance use would increase along with demand for additional personnel. However, a new facility would not be necessary to accommodate these increases. As such, there would be no impact from the prior approved project regarding this topic.

The current proposed project is not expected to raise demand on emergency medical services to an extent larger than that analyzed in the prior EIR, thus, there would continue to be **no impact** regarding this topic.

### **Recreation**

**3.12.1 (a)** As discussed previously, the prior approved project's 27.3 acres of parkland would exceed the 22.19 acres needed to meet demand of 4,438 additional residents. At the time of the prior EIR, the City's Recreation Manager indicated that most existing recreational lands in Rohnert Park were not at or near capacity, with the exception of soccer fields. As such, no construction of new recreational facilities would have been necessary, and no adverse physical effect on the environment would have occurred as a result.

The current proposed project involves a lesser amount of parklands, and a lesser expected amount of residents. Even though park dedication may be less than the previous approval, park dedication requirements will be met, and impacts on the environment related to increased use of existing neighborhood and regional parks or other recreational facilities would remain **less than significant**.

**3.12.1 (b)** As discussed previously, the proposed project is expected to meet recreational needs. Therefore, no new or expanded recreational facilities would be necessary, and no deterioration impacts would occur. Potential impacts related to construction or expansion of recreational facilities would remain **less than significant**.

### **Mitigation Measures**

None required.

## 3.12.2 Relocated Water Tank

**Table 3.12.2-1. Relocated Water Tank Public Services**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> result in substantial adverse physical impacts associated with the provision of new or physically altered police, fire, school, or recreation facilities, or the need for new or physically altered facilities, the construction of which could cause significant environmental impacts	<b>XV. PUBLIC SERVICES.</b> a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could	No

Table 3.12.2-1. Relocated Water Tank Public Services

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following services: i. Fire and police protection; ii. Schools; or iii. Other public facilities;	cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	
<b>Impact Criterion #3</b> Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	<b>XVI. RECREATION.</b> a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No
<b>Impact Criterion #2:</b> Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment; or	b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No

Source: Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

**3.12.2 Public Services (a) and Recreation (a-b)** Construction and operation of the relocated water tank would enhance the provision of fire service in the City. The relocated tank will be able to feed the City's water system by gravity, making it highly reliable in the event of power loss. The originally proposed at-grade water tank would require a pump to bring stored water to system pressure, which is less reliable than gravity flow. This results in an improvement to public fire serves. The relocated water tank does not create any demand on police services, schools, parks, or other facilities. Similarly, the project does not include any parks and recreational facilities, nor does it plan any. Therefore, impacts related to public services would be **beneficial**.

### Mitigation Measures

None required.

## 3.12.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project in combination with other cumulative developments would not result in a substantial change in the City's public services. Therefore, similar to the prior approved project, cumulative public service impacts from the proposed project would be less than significant. As discussed above, the relocation of the water tank to site that can feed the City system by gravity is an enhancement to the fire service system.

## 3.13 Utilities and Service Systems

Potential utilities and service systems impacts were analyzed in Section 3.14, *Utilities and Services Systems* of the prior EIR. The prior EIR analyzed six (6) impact criteria that generally address 2019 CEQA Guideline topics XIX. Utilities and Service Systems a through e. Impact Criterion #6 is addressed within the discussion of checklist question a.

### 3.13.1 SOMO Site

#### Introduction

**Table 3.13.1-1. SOMO Site Utilities and Service Systems**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #2:</b> Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. <b>Impact Criterion #6</b> Require or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b> Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No
<b>Impact Criterion #3</b> Require new or expanded entitlement or resources for water supplies.	b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No
<b>Impact Criterion #1:</b> Result in a determination by the wastewater treatment provider that serves the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No
<b>Impact Criterion #4</b> Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No
<b>Impact Criterion #5</b> Conflict with federal, State, or local statutes and regulations related to hazardous waste disposal.	e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

## Project Review

**3.13.1 (a)** The prior EIR concluded that there would be no significant environmental effects related to construction or expansion of stormwater drainage facilities as a result of the prior approved project. The Hydrology and Water Quality Analysis in Section 3.7 of the prior EIR stated that new on-site drainage facilities would be constructed to serve all drainage needs, and regulatory agency requirements, controls, and mitigation measures proposed for the prior approved project would ensure a properly designed on-site storm drainage system. As discussed in Section 3.1.7 of this Supplemental EIR, the proposed project would continue to have no significant environmental effects related to construction or expansion of stormwater drainage facilities.

The CEQA Guidelines update expanded this discussion to include potential environmental effects as a result of new or expanded water, wastewater treatment, electric power, natural gas, and telecommunications facilities. The prior EIR concluded that the prior approved project would not require the construction of new or expanded wastewater treatment facilities, of which would result in significant environmental impacts. The proposed project is not expected to include new activities or significant sources of wastewater generation that would differ significantly from the prior approved project. Additionally, the prior EIR noted that existing telecommunications lines, water supply infrastructure, electricity, and natural gas lines were present in the north portion of the project site. New construction on the site would require the extension of private utility infrastructure, but expansion of existing shared off-site facilities would be unnecessary. The proposed project would build a new water tank (relocated water tank) in order to serve the project and future planned development within the City (refer to Section 3.13.2). However, as discussed, there would be no significant Utilities and Service System impacts resulting from the relocated water tank. Additionally, the prior EIR states that construction of the prior approved project would incorporate green building principles, including Leadership in Energy and Environmental Design (LEED) (commercial buildings), Green Point (residential buildings), and One Planet Community rating systems, and energy efficiency to conform to the State's Title 24 energy conservation standards.

The current proposed project is not expected to differ significantly from the prior approved project regarding this topic. As such, impacts related to resulting from facilities expansion would remain **less than significant**.

**3.13.1 (b)** The prior EIR concluded that the City of Rohnert Park would have sufficient water supply and water delivery infrastructure to serve the prior approved project. Accordingly, it concluded that there would be no significant adverse impact regarding new or expanded water entitlements or resources. A Water Supply Assessment (WSA) prepared for the prior approved project included a projection of water consumption based on the proposed land uses, and incorporated use of recycled water, rainwater collection, and on-site graywater recycling. The prior approved project's water demand was expected to remain within anticipated City-wide demand in both normal, single dry and multiple dry years. This projection was based on the buildout and operation of 1,694 housing units and 825,307 square feet of commercial/retail. The proposed development is also included in the City's 2015 UWMP, which also concludes that the City has adequate water supply to meet future demands including the demands of the prior approved project.

The current proposed project specifications do not differ significantly enough from the prior approved project to expect a marked increase in water demand, so that water supply would be insufficient. Because the proposed project is slightly smaller in scope than the prior approved project, the conclusions of the 2010 WSA and the City's 2015 UWMP remain valid. Thus, impacts related to having sufficient water supplies available to serve the project and reasonably foreseeable demand would remain **less than significant**.

**3.13.1 (c)** The prior EIR concluded that the prior approved project would not exceed wastewater treatment capacity or require the construction of new or expanded wastewater treatment facilities resulting in significant environmental impacts. The Sonoma Mountain Village Water Plan, prepared by Coddling Enterprises, estimated wastewater generation at approximately 212.3 acre feet annually (AFA) from residential uses and 29.5 AFA from commercial uses, for a total of 241.8 AFA. These amounts were not noted to exceed capacity or require new construction. Additionally, the prior EIR noted that Rohnert Park is a partner in the Subregional Water Reclamation System, which provides wastewater treatment, disposal, and recycled wastewater to participating partners. As such, the prior EIR concluded that the project would have less-than-significant wastewater impacts.

The current proposed project specifications do not differ significantly enough from the prior approved project to expect a marked increase in wastewater, so that wastewater treatment capacity would be insufficient. Thus, impacts related to capacity of wastewater treatment would remain **less than significant**.

**3.13.1 (d)** Based on specifications of the prior approved project, the prior EIR estimated solid waste generation at 17,046 pounds of solid waste per day from residents, and at 5,253 pounds of solid waste per day from employees. In total, this would be an additional 22,299 pounds or 3,680 tons of solid waste per year. The Sonoma County Waste Management Agency (SCWMA) indicated that there would be sufficient capacity contracted by the County and at the transfer station, provided that the project would implement recycling actions. The current proposed project specifications do not differ significantly enough from the prior approved project to expect a marked increase in waste generation, so that landfill capacity would be insufficient. An amended and restated Joint Exercise of Powers Agreement was entered into on March 1, 2017 by and among the County of Sonoma to continue addressing waste management issues through the SCWMA (SCWMA 2017).

As the proposed project is not expected to differ significantly from the prior approved project, impacts related to generation of solid waste and meeting solid waste attainment goals would remain **less than significant**.

**3.13.1 (e)** The prior EIR describes implementing recycling actions and conforming to existing regulations regarding recycling collection areas and disposal. Regarding hazardous wastes, the SCWMA Household Toxics Roundups would be available for residents of the County to dispose of their household toxics in compliance with existing hazardous waste regulations. Due to waste management options and hazardous waste controls, the prior approved project was not expected to conflict with any waste management regulations.

Similarly, the proposed project would comply with regulations as described and is not expected to generate substantial conflicts with statutes and regulations regarding waste disposal. Therefore, impacts related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste would remain **less than significant**.

#### **Mitigation Measures**

None required.

## 3.13.2 Relocated Water Tank

Table 3.13.2-1. Relocated Water Tank Utilities and Service Systems

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #2:</b> Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. <b>Impact Criterion #6</b> Require or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b> Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No
<b>Impact Criterion #3</b> Require new or expanded entitlement or resources for water supplies.	b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No
<b>Impact Criterion #1:</b> Result in a determination by the wastewater treatment provider that serves the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No
<b>Impact Criterion #4</b> Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No
<b>Impact Criterion #5</b> Conflict with federal, State, or local statutes and regulations related to hazardous waste disposal.	e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No*

Source: Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

## Project Review

**3.13.2 (a), (c)** Construction and operation of the relocated water tank would not require any expanded water infrastructure or water lines as it already includes construction of a new water tank and connections to nearby lines. This was already considered in the prior approved project but was relocated for increased efficiency (gravity flow) and compatibility (adjacent to an existing water tank with sufficient existing infrastructure).

As such, there would be **no impact** related to relocation or construction of new or expanded infrastructure.

**3.13.2 (b)** Construction and operation of the relocated water tank would not require any water supply. It would provide water supply to the proposed project site. Therefore, there would be **no impact** related to having sufficient water supplies to serve the project and reasonably foreseeable development.

**3.13.2 (d-e)** Refer to 3.13.1(d). The prior EIR describes generation of solid waste, and compliance with reduction statutes and regulations related to solid waste. Due to waste management options and hazardous waste controls, the prior approved project was not expected to conflict with any waste management regulations.

As part of the proposed project, the relocated water tank would comply with regulations related to solid waste generation and compliance with federal, state, and local management and reduction statutes and regulations. There would be **no impact**.

#### Mitigation Measures

None required.

### 3.13.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project in combination with other cumulative developments would not result in a substantial change in the City's utilities or service systems. Therefore, similar to the prior approved project, cumulative utilities and service system impacts from the proposed project would be less than significant.

## 3.14 Global Climate Change

Potential global climate change impacts were analyzed in Section 3.15, *Global Climate Change* of the prior EIR. The prior EIR analyzed one impact criterion that generally addresses 2019 CEQA Guideline topics VIII. Greenhouse Gas Emissions a and b.

### 3.14.1 SOMO Site

**Table 3.14.1-1. SOMO Site Global Climate Change**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Conflict with or obstruct implementation of GHG emission reduction goals under AB 32, Sonoma County CCAP, or other State and City regulations.	<b>VIII. GREENHOUSE GAS EMISSIONS</b> a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No
<b>Impact Criterion #1:</b> Conflict with or obstruct implementation of GHG emission reduction goals under AB 32, Sonoma County CCAP, or other State and City regulations.	b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

## Project Review

**3.14.1 (a)** The prior EIR based its analysis on the 2009 Climate Change Technical Report. The GHG Emissions Inventory described emissions expected from vegetation change, construction activities, residential and nonresidential buildings, mobile source emissions, municipal emissions, and area emission sources. In total, the annual emissions for the prior approved project were estimated at 9,941 tons carbon dioxide equivalent (CO<sub>2</sub>e) per year, equating to a reduction in emissions 78 percent beyond the reduction requirements for 2020 established in the California Air Resources Board's (CARB's) Assembly Bill (AB) 32 and 71 percent beyond the reduction requirements contained in the Sonoma County Community Climate Action Plan (CCAP). A Minimally Compliant Emissions Inventory was also prepared, showing that the prior approved project would have reached GHG emissions reduction goals even without the incorporation of proposed sustainable design features.

Compared to the proposed project, the prior EIR assumed an earlier start date for construction, which represents the worst-case scenario for GHG emissions because equipment and vehicle emissions would be regulated by more stringent standards for in-use off-road equipment and heavy-duty trucks in later years, as well as fleet turnover replacing older equipment and vehicles over time.

Additionally, the proposed project would result in an overall reduction in residential and commercial uses and a reduction of 2,742 daily vehicle trips, which would result in a reduction in associated GHG emissions. The proposed project is also planning to serve one hundred percent of the heating, cooling, water heating, and lighting needs with renewable power. Finally, the 2019 Title 24 Building Energy Efficiency Standards, which will be effective January 1, 2020, will further reduce GHG emissions compared to current standards. As such, the proposed project will result in less emissions than as described in the prior EIR. As such, impacts related to generation of GHG either directly or indirectly would remain **less than significant**.

**3.14.1 (b)** As described previously, the 2010 EIR concluded that the prior approved project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This includes AB 32, the Sonoma County CCAP, and the City of Rohnert Park Green Building Ordinance. GHG emissions were estimated to have been under the required reduction goals. The current proposed project is expected to result in even less GHG emissions as compared to the prior approved project, due to stricter vehicle standards, less vehicle trips, and increased legislation pertaining to GHGs. As such, the impacts related to conflict with an applicable plan, policy, or regulation for reducing emissions of GHG would remain **less than significant**.

## Mitigation Measures

None required.

## 3.14.2 Relocated Water Tank

**Table 3.14.2-1. Relocated Water Tank Global Climate Change**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Impact Criterion #1:</b> Conflict with or obstruct implementation of GHG emission reduction goals under AB 32, Sonoma	<b>VIII. GREENHOUSE GAS EMISSIONS</b> a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No

Table 3.14.2-1. Relocated Water Tank Global Climate Change

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
County CCAP, or other State and City regulations.		
<b>Impact Criterion #1:</b> Conflict with or obstruct implementation of GHG emission reduction goals under AB 32, Sonoma County CCAP, or other State and City regulations.	b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

**3.14.2 (a-b)** Emissions associated with construction of the relocated water tank would be temporary. The proposed project (refer to 3.14.1) is anticipated to generate fewer GHG emissions than the prior approved project, which would not exceed thresholds even without the incorporation of proposed sustainable design features. Although the relocation of the water tank from the SOMO site to an off-site location would result in more vehicle miles traveled, these impacts would be negligible and would cease once construction is completed. As such, impacts related to generation of GHG would be **less than significant**.

**3.14.2 (b)** Construction and operation of the proposed project, including the relocated water tank, would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. As such, impacts related to this topic would be **less than significant**.

### Mitigation Measures

None required.

## 3.14.3 Cumulative Impacts

Global climate change impacts are inherently cumulative impacts. The proposed project would not result in GHG emissions in exceedance of the BAAQMD significance threshold. Therefore the cumulative GHG impact would be less than significant.

## 3.15 Wildfire

The prior approved project EIR did not identify wildfire as a topic of discussion because it was added to Appendix G of the CEQA Guidelines on December 28, 2018 (referenced in this document as the 2019 CEQA Guidelines). However, wildfire risks were generally discussed in Section 3.6, *Hazards and Hazardous Materials*, Section 3.5, *Geology and Soils*, Section 3.7, *Hydrology and Water Quality*, and Section 3.14, *Utilities* in the prior EIR. These sections generally address 2019 CEQA Guideline topics VIII. Wildfire a, b, c, and d.

Although the proposed project, including the main SOMO site and the relocated water tank, are not located within or near a Very High Fire Hazard Severity Zone designated by the California Department of Forestry and Fire protection (CAL FIRE) (CAL FIRE 2008), the Appendix G questions are addressed below for informational purposes.

### 3.15.1 SOMO Site

**Table 3.15.1-1. SOMO Site Wildfire**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<b>Hazards and Hazardous Materials</b>  Impact Criterion #5: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	<b>XX. WILDFIRE.</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No
<b>Hazards and Hazardous Materials</b>  Impact Criterion #6: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No
<b>Utilities and Service Systems</b>  Impact Criterion #6: Require or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No
<b>Geology and Soils</b>  Impact Criterion #1: Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving: 1.1 Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; 1.2 Strong seismic groundshaking; 1.3 Seismic-related ground failure, including liquefaction; 1.4 Landslides. Impact Criterion #3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-	d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Hydrology and Water Quality Impact Criterion #4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.		

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

**3.15.1 (a)** As discussed in Section 3.6, *Hazards and Hazardous Materials* of the prior EIR, the prior approved project would not impair implementation of or physically interfere with adopted emergency response or evacuation plans. The City had adopted a Standardized Emergency Management Plan, which included procedures in the event of a wildfire. The prior approved project would also develop a system of trails, roads, and alleys, facilitating easier emergency vehicle access. As such, it was concluded that there would be no significant adverse impacts regarding impairment or interference with an adopted emergency response plan/evaluation plan.

The proposed project also includes development of new access roads and systems, and no new actions are proposed that would impair or interfere with any adopted emergency response/ evacuation plans. Therefore, impacts related to impacts on adopted emergency response or evacuation plans would remain **less than significant**.

**3.15.1 (b)** The prior EIR concluded that the prior approved project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The prior approved project site was not listed as a wildland fire risk area or wildlife interface zone by CAL FIRE, nor was the site included in a Moderate, High, or Very High Fire Hazard Safety Zone. Additionally, development of the site would reduce potential wildland fire risk on the project site by replacing grassland with development.

The proposed project also does not propose any changes that would exacerbate wildfire risks. The proposed project is in the same geographic location and also involves urbanization and development upon the existing grasslands. Therefore, impacts related to slope, prevailing winds, or other factors would remain **less than significant**.

**3.15.1 (c)** As discussed in the prior EIR, the prior approved project site is not listed as a wildland fire risk area or wildlife interface zone by CAL FIRE, nor is the site included in a Moderate, High, or Very High Fire Hazard Safety Zone. Additionally, development of the site would reduce potential wildland fire risk on the project site by replacing grassland with development. Therefore, impacts related to installation or maintenance of infrastructure would remain **less than significant**.

**3.15.1 (d)** No significant adverse impacts were identified in the prior EIR with respect to landslides or instability. Buildings and facilities for human occupancy in the City are required to be sited and designed in accordance with appropriate geotechnical and seismic guidelines and recommendations consistent with the California Building Code (CBC). Adherence to relevant plans, codes, and regulations as required with respect to project design and construction would provide adequate levels of safety for the geologic and soils conditions at the project site. The

prior EIR also concluded that with implementation of recommended stormwater BMPs and applicable mitigation,, there would be a sufficient amount of runoff controls to prevent substantial off-site run-off flooding impacts.

The proposed project is not expected to involve new activities that would expose people or structures to new, significant risks. The proposed project is in the same geographic location as the prior approved project and does not include substantially different construction or operational activities that would result in new or substantially more severe geological or hydrological impacts. With implementation of **MM 3.7-1**, adverse impacts related to flooding and landslides would remain **less than significant**.

### Mitigation Measures

Refer to **MM 3.7-1**.

## 3.15.2 Relocated Water Tank

**Table 3.15.2-1. Relocated Water Tank Wildfire**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
Hazards and Hazardous Materials Impact Criterion #5: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No
Hazards and Hazardous Materials Impact Criterion #6: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No
Utilities and Service Systems Impact Criterion #6: Require or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No
3.5 Geology and Soils Impact Criterion #1: Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving: 1.1 Rupture of a known earthquake fault, as delineated on the most recent Alquist-	d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<p>Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;</p> <p>1.2 Strong seismic groundshaking;</p> <p>1.3 Seismic-related ground failure, including liquefaction;</p> <p>1.4 Landslides.</p> <p>Impact Criterion #3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p> <p>Hydrology and Water Quality</p> <p>Impact Criterion #4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>		

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

**3.15.2 (a)** Development of the relocated water tank site would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. In fact, the relocated water tank will improve the City's emergency response capabilities with respect to wildfire by locating water supply and storage facilities just outside the City limits, extending the City's firefighting capabilities. There are **no impacts** related to this topic.

**3.15.2 (b)** The relocated water tank site is in a different location than it was planned for under the prior approved project. Areas near the relocated tank site are not developed (as the main SOMO site is) and riparian areas could pose a potential wildfire threat. However, the relocated water tank itself would increase the City's capability to fight wildfires. Furthermore, existing roadways would facilitate access for emergency service personnel in the relocated water tank area, including fire response. As such, impacts related exposure of occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire are **less than significant**.

**3.15.2 (c)** As discussed in 3.15.2 (b), the tank itself is a water source that is accessible via existing roadways. As such, impacts related to the need for installation or maintenance of infrastructure that may exacerbate fire risk is **less than significant**.

**3.15.2 (d)** The relocated water tank site is in a different location than the prior approved project. Areas near the relocated water tank site are not developed. The project site itself would be paved, but areas around the tank site would likely remain undeveloped, which would minimize potential for downslope or downstream flooding or landslides as a result of runoff, post fire slope instability, or drainage changes. No residential or commercial structures are located in proximity. Other planned infrastructure includes a soil nail wall and stormwater lines. The relocated water tank site would be

required to adhere to any measures prescribed in the Geotechnical Report. As such, impacts related to the exposure of people or structures to significant risks, including downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes is **less than significant**.

### Mitigation Measures

None required.

## 3.15.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project in combination with other cumulative developments would not result in a substantial change in wildfire impacts. Thus, the proposed project cumulative contribution to wildfire is less than significant.

## 3.16 Energy

The prior EIR did not identify energy as a topic of discussion because it was added to Appendix G of the CEQA Guidelines on December 28, 2018 (referenced in this document as the 2019 CEQA Guidelines). However, energy impacts were discussed in Section 3.14, *Utilities* and Section 3.15, *Global Climate Change* of the prior EIR. The prior EIR analyzed two (2) impact criteria in the sections that generally address 2019 CEQA Guideline topics VI. Energy a and b.

### 3.16.1 SOMO Site

**Table 3.16.1-1. SOMO Site Energy**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
Utilities and Service Systems Impact Criterion #6: Require or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	VI. ENERGY. Would the project: a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No
Utilities and Service Systems Impact Criterion #6: Require or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.  Global Climate Change  Impact Criterion #1: Conflict with or obstruct implementation of GHG emission reduction goals under AB 32, Sonoma County CCAP, or other State and City regulations.	b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

The prior EIR states that the prior approved project would incorporate green building principles, including LEED, Green Point, and One Planet Community rating systems, and noted that existing solar panels on the property are capable of generating 1.14 megawatts (MW) of power for up to 1,000 homes (now up to 3 MW). Additionally, the prior EIR notes that energy consumption demands from the prior approved project would conform to the State's Title 24 energy conservation standards.

**3.16.1 (a)** The proposed project is not expected to differ significantly from the prior approved project regarding energy consumption. Additionally, the proposed project is planning to serve 100 percent of the heating, cooling, water heating, and lighting (operational) needs with renewable power sources. Furthermore, onsite solar has gone from 1.14 megawatts (MW) in 2007 to almost 3 MW in 2019, and many of the lighting has been replaced with light emitting diode (LEDs) and advanced control system has been installed throughout (Tableau 2019).

The proposed project would comply with the 2019 Title 24 Building Energy Efficiency Standards, which will be effective January 1, 2020 and would further reduce energy consumption. Thus, there are **no impacts** related to wasteful, inefficient, or unnecessary consumption of energy resources during the proposed project construction or operation.

**3.16.1 (b)** As discussed previously, the proposed project would conform to the State's Title 24 energy conservation standards, including the 2019 update (anticipated effective date of January 1, 2020) which would include stricter energy conservation measures. Additionally, the prior EIR notes that the City has adopted a Green Building Ordinance which requires individual buildings to comply with LEED and Green Point rating systems. The proposed project would comply with the provisions of the Green Building Ordinance. Thus, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. There are **no impacts** related to this topic.

### Mitigation Measures

None required.

## 3.16.2 Relocated Water Tank

**Table 3.16.2-1. Relocated Water Tank Energy**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
Utilities and Service Systems Impact Criterion #5: Require energy or communications in excess of existing capacity.	VI. ENERGY. Would the project: a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No
Impact Criterion #6: Require or result in the construction of new energy facilities or expansion of	b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<p>existing facilities, the construction of which could cause significant environmental effects.</p> <p>Global Climate Change</p> <p>Impact Criterion #1: Conflict with or obstruct implementation of GHG emission reduction goals under AB 32, Sonoma County CCAP, or other State and City regulations.</p>		

**Source:** University District Specific Plan Draft EIR (2005) and Final (2006) EIR, 2019 CEQA Guidelines.

### Project Review

**3.16.2 (a-b)** The relocated water tank would be more efficient (using gravity flow instead of pumps) compared to water supply/conveyance that was proposed in the prior EIR. Consumption of energy resources would result from construction of the tank. However, construction would be performed by qualified contractors and in accordance with best practices. There is no evidence to suggest that energy consumption during construction would be wasteful, inefficient, or unnecessary. There are **no impacts** related to this topic.

### Mitigation Measures

None required.

## 3.16.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project in combination with other cumulative developments would not result in a substantial change in energy consumption. Thus, the proposed project cumulative contribution to impacts to energy are less than significant.

## 3.17 Tribal Cultural Resources

The prior EIR did not analyze tribal cultural resources because it was added to Appendix G of the CEQA Guidelines on December 28, 2018 (referenced in this document as the 2019 CEQA Guidelines). However, tribal cultural resources were discussed in Section 3.4, *Cultural Resources*. The prior EIR analyzed two (2) impact criteria that generally address the 2019 CEQA Guideline topic XVIII. Tribal Cultural Resources.

## 3.17.1 SOMO Site

Table 3.17.1-1. SOMO Site Tribal Cultural Resources

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<p>Cultural Resources</p> <p>Impact Criterion #2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?</p> <p>Impact Criterion #4: Would the project disturb any human remains, including those interred outside of formal cemeteries?</p>	<p>XVIII. TRIBAL CULTURAL RESOURCES. Would the project:</p> <p>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p> <p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

## Project Review

**3.17.1 (a)** As described in the prior EIR, the Sites Protection Committee of the Federated Indians of the Graton Rancheria noted that the project site potentially contained sites or native plants used for religious ceremony. This was considered a potentially significant impact and **MM 3.4-1** was proposed to reduce significant impacts related tribal cultural resources through provision of construction specifications prior to groundbreaking.

The prior EIR also concluded that there was a potentially significant impact related to disturbance of human remains during excavation or grading for the prior approved project, given the record of prehistoric use of the project area. **MM 3.4-2** was proposed to address potentially significant impacts related to disturbance of human remains.

In order to supplement the analysis in the prior EIR, Dudek requested a NAHC search of the Sacred Lands File (SLF) on August 6, 2019 (refer to the Cultural Resources Letter Report in Appendix D). The NAHC results, received August 22, 2019, indicated the SLF search did not identify any new cultural resources (resources identified were either not eligible or not evaluated for eligibility in the CRHR) within the one half-mile records search area and provided a list of Native American tribes culturally affiliated with the location of the project site. Similar to the prior EIR, no historic buildings, structures, sites, or features were found to be present at the project site.

As the geographic location of the proposed project is the same as the prior approved project,<sup>8</sup> with implementation of **MM 3.4-1** and **MM 3.4-2**, (renumbered to **MM 3.17-1** and **3.17-2**) tribal cultural resources and potential for disturbance of Native American human remains, are **less than significant**.

Furthermore, the proposed project is subject to compliance with Assembly Bill 52 (California Public Resources Code, Section 21074), which requires consideration of impacts to “tribal cultural resources” as part of the CEQA process and requires the CEQA lead agency to notify any groups (who have requested notification) of the Project who are traditionally or culturally affiliated with the geographic area of the project. Government-to-government consultation with the Federated Indians of Graton Rancheria has been initiated and remains ongoing.

### **Mitigation Measures**

**MM 3.17-1:** *(MM 3.4-1 from the 2010 EIR)* Prior to ground breaking the project sponsor shall provide construction specifications, inclusive of earth-disturbance required for the project, that instruct operators of site-grading and excavation equipment to be observant for unusual or suspect archaeological materials that may surface from below during site-grading and excavation operations. Archaeological materials include features such as concentrations of artifacts or culturally modified (darkened) soil deposits including trash pits older than fifty years of age.

In the event that unknown archaeological remains are discovered during subsurface excavation and construction, land alteration work in the vicinity of the find shall 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. If prehistoric archeological deposits are discovered, local Native American organizations shall 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 shall be enforced.

If subsequent investigations result in the recording of prehistoric archeological sites that cannot be avoided and preserved, and the importance of the cultural deposits cannot be determined from surface evidence, then subsurface testing programs shall take place to make such determinations. Testing procedures shall be designed to specifically determine the boundaries of sites, the depositional integrity, and the cultural importance of the resources, as per CEQA criteria. These investigations shall be conducted by qualified professionals knowledgeable in regional prehistory.

The testing programs shall be conducted within the context of appropriate research considerations and shall result in detailed technical reports that define the exact disturbance implications for important resources and present comprehensive programs for addressing such disturbances. Measures similar to the ones described below would also apply:

- Avoidance of an archaeological site through modification of the roadway plan line that would allow for the preservation of the resource
- Covering or “capping” sites with a protective layer of fill; this could be a good way of mitigating situations where public access may be increased as a result of development. Archaeological monitoring during the filling process would be recommended

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<sup>8</sup> A 0.15 ac parcel abutting Bodway Parkway was added to the original 175.36 ac prior approved project site to increase to total project area to 176 acres. However, record searches include sufficient buffer to account for the minor change.

In circumstances where archaeological deposits cannot be preserved through avoidance or capping, data recovery through excavation would be the alternative.

This measure would consist of excavating those portions of the site(s) that would be adversely affected. The work shall be accomplished within the context of detailed research and in accordance with current professional standards. The program should result in extraction of sufficient volumes of archaeological data so that important regional research considerations can be addressed. The excavation should be accomplished by qualified professionals and detailed technical reports should result.

In considering subsurface testing and excavations of prehistoric archaeological sites, consultation with the local Native American community is essential; all aspects of the programs, including the treatment of cultural materials and particularly the removal, study and reinternment of Native American burials shall be addressed. All applicable State and local legal requirements concerning these issues shall be strictly adhered to.

**MM 3.17-2:** *(MM 3.4-2 from the 2010 EIR)* If human remains are discovered during any phase of project construction, all ground-disturbing activities within 50 feet of the remains shall be halted and the County coroner notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific discovery site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including excavation and removal of the human remains taking into account the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98, to the satisfaction of the City of Rohnert Park Planning Department. Mitigation Measure 3.4-2 shall be implemented prior to the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.

### 3.17.2 Relocated Water Tank

**Table 3.17.2-1. Relocated Water Tank Tribal Cultural Resources**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
<p><b>Impact Criterion #2:</b> Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?</p> <p><b>Impact Criterion #4:</b> Would the project disturb any human remains, including those</p>	<p><b>XVIII. TRIBAL CULTURAL RESOURCES.</b> Would the project:</p> <p>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical</p>	No

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Impact or Increase in Severity?
interred outside of formal cemeteries?	resources as defined in Public Resources Code section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

### Project Review

**3.17.1 (a)** As previously discussed, Dudek requested a NAHC search of their Sacred Lands File (SLF) on August 6, 2019 for the proposed project area, inclusive of the relocated water tank site (see Cultural Resources Letter Report in Appendix D). The NAHC results, received August 22, 2019, indicated the SLF search did not identify any new cultural resources within the records search area. It was determined that the relocated water tank is not considered sensitive for cultural resources, and no new cultural resources were present. Based on these negative findings, with implementation of **MM 3.4-1** and **MM 3.4-2** (renumbered to **MM 3.17-1** and **3.17-2**), potential impacts to tribal cultural resources would remain **less than significant**.

As previously described, government-to-government consultation with the Federated Indians of Graton Rancheria has been initiated and remains ongoing.

### Mitigation Measures

Refer to **MM 3.17-1**.

Refer to **MM 3-17-2**.

## 3.17.3 Cumulative Impacts

As identified in the prior EIR, the prior approved project in combination with other cumulative developments would not result in a substantial change in tribal cultural resources. Thus, the proposed project cumulative contribution to impacts related to tribal cultural resources is less than significant.

## 3.18 References Cited

City of Rohnert Park. 2019. Personal communication with Vanessa Garrett, re: relocated water tank. Via email on 10/8/2019.

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Caltrans. 2017. List of eligible and officially designated State Scenic Highways. Accessed September 17, 2019. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

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Tableau Development. 2019. Personal communication between Jack Robertson and Jeff Beiswenger. Via email on October 2, 2019.

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# 4 Potentially Significant New/Site-Specific Project Impacts

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## 4.0 Introduction

Chapter 4 supplements analysis from the 2010 EIR (which was prepared for the prior approved project) and focuses on the potential for new/site specific significant impacts associated with the proposed project to occur.

As described in Chapter 3, the prior approved project was analyzed per the 2009 CEQA Guidelines Appendix G impact criteria<sup>1</sup>. The proposed project is subject to substantially similar but amended 2018 CEQA Guidelines Appendix G impact criteria (herein referred to as the 2019 CEQA Guidelines). Thus, Chapter 4 provides updated environmental and regulatory setting, thresholds of significance, and impact analysis for environmental topics where *potentially significant new/site-specific impacts could occur*. This includes potentially significant transportation impacts (including analysis of any additional impacts that could occur as a result of transportation-related mitigation) and potentially significant impacts related to the relocated water tank. All other impacts from the proposed project (including those from the relocated water tank) that were determined to be consistent with the prior analysis are discussed in Chapter 3. To comprehensively address the 2019 CEQA Guidelines Appendix G impact criteria, a summary table has been included for each environmental topic section. Following each summary table is a criteria-specific discussion that briefly explains how and why the prior analysis from the 2010 EIR (including mitigation) and current City standard construction and development requirements (described in Section 2.4.9 *Construction*) are applicable to the proposed project. Where it has been determined that there are new potentially significant and/or site specific impacts that are greater in severity as a result of the proposed project, an updated analysis has been included.

Specifically, this chapter addresses potential new impacts that could occur as part of the proposed project in the following resource areas: Aesthetics and Urban Design, Biological Resources, Cultural Resources, and Transportation. The analysis of potential impacts to Aesthetics and Urban Design, Biological Resources and Cultural Resources focuses on the relocated water tank<sup>2</sup> because the actual site and surroundings were not previously discussed in the 2010 EIR. The Transportation analysis addresses potential impacts associated with new impacts related to delay and unacceptable level of service (LOS) as a result of the proposed project.

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<sup>1</sup> The environmental analysis in the 2010 EIR was based on the adopted 2009 CEQA Guidelines Appendix G impact criteria.

<sup>2</sup> As described in Chapter 2, *Project Description*, the SEIR makes reference to the 2010 EIR (prior approved project) for the project as a whole, and to technical reports and studies that were prepared as part of the environmental documentation for the City's Water Tank #8, which is located on the same site as the relocated water tank.

## 4.1 Aesthetics and Urban Design

### 4.1.1 Relocated Water Tank

#### **Introduction**

Discussion of the proposed project's impacts on aesthetics and urban design is primarily included in Chapter 3. However, the relocated water tank off-site location was not discussed in the 2010 EIR. Therefore, a site-specific discussion of potential for aesthetic and urban design issues is included here. This section describes the existing visual conditions of the relocated water tank site, identifies regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to the relocated water tank.

#### **Setting**

This section describes the existing visual conditions in the project area and also identifies the aesthetic resources that could be affected by the relocated water tank.

#### ***Regional Setting***

Sonoma County (County) includes a diversity of landforms and environments. The broad Santa Rosa Plain lies between the Sonoma Mountains on the east and coastal hills on the west, and contains the cities of Santa Rosa, Rohnert Park, and Cotati. The terrain influences the landscape pattern, with development occurring along the major roadways in the region. The larger region is primarily composed of rural agricultural land uses around the more urban corridors within the cities of Santa Rosa, Rohnert Park, and Petaluma. Farmland, including numerous vineyards, stretches for miles across the valley. A mix of natural, agricultural, and rural landscapes characterizes the project region. Agricultural fields separate the urban centers of Santa Rosa, Rohnert Park, and Petaluma and offer expansive views that extend to the Sonoma Mountains to the east and the coastal hills to the west. Relatively dense clusters of oak woodlands are present amongst river ways and the North Coast Mountain Range.

#### ***Local Setting***

The scenic resources component of the Sonoma County General Plan includes three categories: Community Separators, Scenic Landscape Units, and Scenic Highway Corridors. The relocated water tank site is located in a "Community Separator" area. Community Separators are characterized as rural open space areas, along with agricultural and resource lands that separate cities and other communities, act as a buffer to prevent sprawl, protect natural resources, and provide city and community identity by providing visual relief. According to the County's General Plan, large parcels along Stony Point Road and Petaluma Hill Road create relief from the urban area and provide views of fields and hills (Sonoma County 2016).

The relocated water tank is proposed to be located on a small hill located at 6626 Petaluma Hill Road, northeast of the main project site and east of Sonoma State University, in an unincorporated portion of the County on land owned by the City, as shown on Figure 2-3 in Chapter 2, *Project Description*. The relocated water tank would be located adjacent to Tank #8, which is currently under construction. As described in Chapter 2, *Project Description*, the City has determined that the relocated water tank site would better meet City goals for fire flow, potable water supply and storage. The relocated water tank site would be served by an existing 12-foot wide access road, an existing retaining wall, and existing water transmission lines, which were constructed with Tank #8. The access road

includes a small bridge crossing a localized drainage. The main channel of Copeland Creek is south of the access road and not affected by the project. The relocated water tank is sized to meet new demands created by the buildout of the proposed project.

Properties in the surrounding area contain a mixture of rural residential development, agricultural uses, and annual grassland and oak woodland vegetation. The large, 128-acre parcel 0.6 miles east of the project site comprises Crane Creek Regional Park (Sonoma County 2018). The park consists of rolling grasslands and oak woodlands, with ridges offering scenic views. Approximately 3.5 miles of trails through meadows and oak woodlands are provided within the park's boundaries and are available for hiking, biking, and equestrian use (Sonoma County 2013a).

## **Regulatory Setting**

### ***Federal Regulations***

There are no federal regulations applicable to the proposed project.

### ***State Regulations***

#### **California Department of Transportation (Caltrans) Scenic Highway System**

The California Department of Transportation (Caltrans) administers the state Scenic Highway Program to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways (California Streets and Highways Code, Section 260 et seq.). The state Scenic Highway Program includes a list of officially designated highways and highways that are eligible for designation. If a highway is listed as eligible for official designation, it is part of the Scenic Highway Program, and care must be taken to preserve its eligibility status. The program encompasses the regulation of land use and density of scenic highway adjacent development; attention to the design of sites and structures; attention to and control of signage, landscaping, and grading; and other restrictions applicable to development within the scenic highway viewshed.

Two highways in Sonoma County have been officially designated by Caltrans as state scenic highways: State Route (SR) 116 from SR 1 east and south to the Sebastopol city limits and SR 12 from Danielli Avenue east of Santa Rosa to London Way near Agua Caliente (Caltrans 2016). SR 116 is located approximately 8.5 miles northwest of the project site, and SR 12 is located approximately 9.5 miles northeast of the project site within Santa Rosa city limits (Caltrans 2019). There are no designated state scenic highways visible from the project site.

Petaluma Hill Road is identified by the County and the City as a Scenic Corridor. The Rohnert Park General Plan states, that, "...the pervasive nature of the views of the mountains to the eastside, virtually every street at the city's eastern edge – including Petaluma Hill Road and Bodway Parkway – offers scenic views."

### ***Local Regulations***

#### **Sonoma County General Plan**

The following policies from the Open Space and Resource Conservation Element of the *Sonoma County 2020 General Plan* (County of Sonoma 2016) are relevant to the proposed project:

<b>Objective OSRC-1.1</b>	Preserve important open space areas in the Community Separators shown on Figures OSRC-5a through OSRC-5i of the Open Space and Resource Conservation Element.
<b>Objective OSRC-1.2</b>	Retain a rural character and promote low intensities of development in Community Separators. Avoid their inclusion in City Urban Growth Boundaries or Spheres of Influence. Avoid their inclusion within Urbans Service Areas for unincorporated communities
<b>Policy OSRC-1a</b>	Avoid amendments to increase residential density in Community Separators, since these densities were established based upon the policies set forth in other elements of this plan as well as the open space, separation and visual considerations identified in this section. The integrity of Community Separators cannot be maintained at densities in excess of one unit per ten acres. However, under no circumstances shall this policy be used to justify an increase in density from that designated on the land use map.
<b>Policy OSRC-1c</b>	Require development within Community Separators to be clustered and limited in scale and intensity.
<b>Policy OSRC-1f</b>	<p>Unless there are existing design guidelines that have been adopted for the affected area, require that new structures within Community Separators meet the following criteria:</p> <ol style="list-style-type: none"><li>(1) Site and design structures to take maximum advantage of existing topography and vegetation in order to substantially screen them from view from public roads.</li><li>(2) Minimize cuts and fills on hills and ridges.</li><li>(3) Minimize the removal of trees and other mature vegetation; avoid removal of specimen trees, tree groupings, and windbreaks.</li><li>(4) Where existing topography and vegetation would not screen structures from view from public roads, install landscaping consisting of native vegetation in natural groupings that fits with the character of the area in order to substantially screen structures from view. Screening with native, fire retardant plants may be required.</li><li>(5) Design structures to use building materials and color schemes that blend with the natural landscape and vegetation.</li><li>(6) To the extent feasible, cluster structures on each parcel within existing built areas, and near existing natural features such as tree groupings.</li><li>(7) Utilities are underground where economically practical.</li><li>(8) On hills and ridges, avoid structures that project above the silhouette of the hill or ridge against the sky as viewed from public roads, and substantially screen driveways from view where practical.</li><li>(9) Minimize impervious surfaces and encourage groundwater recharge with effective design features and materials that allow stormwater infiltration and detention. This policy does not apply to farmworker housing or agricultural accessory structures, such as barns, proposed on parcels in the Diverse Agriculture, Land Extensive Agriculture, Land Intensive Agriculture, and Resources and Rural Development land use categories, and on parcels in the Rural Residential land use category with Agriculture and Residential (AR) Zoning, if their use does not require a use permit in the Zoning Code. If compliance with these standards would make a parcel unbuildable, site structures where minimum visual impacts would result. Exempt</li></ol>

telecommunication facilities if they meet the siting and design criteria of the Scenic Resources (SR) Zoning District.

**Policy OSRC-1g** Use the following standards in addition to those of Policy OSRC-1f for subdivisions in Community Separators:

- (1) Establish building envelopes for structures and consider use of height limitations if necessary to further mitigate visual impacts.
- (2) Use clustering to reduce visual impact where consistent with the Land Use Element.
- (3) Locate building sites and roadways to preserve significant existing tree stands and significant oak trees.
- (4) To the extent allowed by law, require dedication of a permanent scenic or agricultural easement at the time of subdivision

**City of Rohnert Park General Plan**

The following goals and policies from the Community Design and Open Space Elements of the *Rohnert Park 2020 General Plan* (City of Rohnert Park 2017) are relevant to the proposed project:

**Goal CD-D** Preserve and enhance views of the eastern ridgeline.

**Goal CD-E** Preserve and enhance the visual character of scenic corridors.

**Goal OS-D** Maintain and enhance the Petaluma Hill Road scenic corridor.

**Policy CD-7** Minimize disruption of existing views by new development.

**Policy CD-48E** Require design of streets, infrastructure, buildings, and other public and private features to be consistent and complimentary, so as to create a uniform character for all development within Sonoma Mountain Village.

**City of Rohnert Park Municipal Plan**

The following Municipal Code Section 17.12.050 is applicable.

17.12.050 - Lighting and glare standards. All lighting, reflective surfaces or any other sources of illumination shall be utilized in a manner that produces no glare on public streets or on any other parcel. Lights shall be of the minimum illumination necessary for a given application and shall be directed downward and shielded at lot lines so as not to be directly visible from an adjoining residential district. For regulations regarding the illumination of signage, please refer to the sign ordinance.

## Impacts

Table 4.1.1-1. Relocated Water Tank Aesthetics and Urban Design

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Increase in Severity?
<b>Impact Criterion #1:</b> Have a substantial adverse effect on a scenic vista.	<b>I. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, Would the project: a) Have a substantial adverse effect on a scenic vista?	No
	b) Substantially damage scenic resources including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	N/A*
<b>Impact Criterion #2:</b> Substantially degrade the existing visual character or quality of the site and its surroundings.	c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable ongoing and other regulations governing scenic quality?	No
<b>Impact Criterion #3:</b> Create a new source of substantial light or glare that would adversely affect nighttime views in the area.	d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* This criterion was not evaluated in the 2010 EIR. Analysis applicable to the proposed project has been added.

## Significance Criteria

The significance criteria used to evaluate the project impacts to aesthetics are based on the 2019 Appendix G, Section I. Aesthetics, of the CEQA Guidelines. These topics are shown in Table 4.1.1-1, above, and discussed as follows.

*Impacts and Mitigation Measures*Impacts**Impact 4.1-1** *Would the project have a substantial adverse effect on a scenic vista?*

A scenic vista is generally defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Public views of the relocated water tank site are primarily from motorists traveling along Petaluma Hill Road and Roberts Road.

The relocated water tank and its associated components would be visible from Petaluma Hill Road near the access road entrance, from the intersection of Petaluma Hill Road and Laurel Drive, and from Roberts Ranch Road. However, these views of the relocated water tank would be filtered by mature trees, would be periodically blocked from view by intervening development, and would be obscured by vegetation along Copeland Creek. Considering the intermittent nature of views from nearby motorists on Petaluma Hill Road and Roberts Ranch Road, construction of the relocated water tank would not be particularly noticeable. Additionally, the dark green color of the tank would reduce its visibility relative to the surrounding scattered rural development. While the prior EIR concluded that the development of new structures would have a potential substantial adverse effect on designated scenic vistas to the east, the relocated water tank would be relatively short in stature compared to the multi-story buildings proposed at the project site.

Based on limited public views of the site and the nature of the relocated water tank, impacts to scenic vistas would be **less than significant**.

***Impact 4.1-2 Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?***

The project would not damage any scenic resources within a state scenic highway. The closest scenic highways are SR 116 at the city boundary of Sebastopol, approximately 8.5 miles northwest of the project site, and SR 12 located approximately 9.5 miles northeast of the project site within Santa Rosa city limits (Caltrans 2019). Due to the distance between these scenic highways and the site and due to the presence of intervening landforms and development, the relocated water tank would not be visible from an officially designated state scenic highway. There would be **no impact** to scenic resources within a state scenic highway from the relocated water tank.

***Impact 4.1-3 In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

As described under Impact 4.1-1, potential views of the relocated water tank from Petaluma Hill Road and Roberts Ranch Road would be intermittent and blocked from view by intervening development and vegetation. Furthermore, the relocated water tank would be painted dark green, reducing its visibility relative to the surrounding areas and scattered rural developments. Therefore, the relocated water tank's impact to the existing visual character and quality of public views of the site would be **less than significant**.

***Impact 4.1-4 Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

As part of the relocated water tank site, motion activated lighting and security cameras would be installed onsite, per recommendations of the U.S. Department of Homeland Security. The closest residences are located approximately 500 feet northwest of from the site. The City requires all exterior lighting be shielded and downward facing to minimize spillover light and glare. As such, there are no new or substantially more severe light and glare impacts anticipated as a result of the relocated water tank. The project's impacts to day or nighttime views would be **less than significant**.

**Mitigation Measures**

None required.

**Cumulative Impacts**

A discussion of cumulative aesthetic impacts associated with development on the project site is included in Chapter 3, Section 3.1. As described, all of the cumulative aesthetic impacts of the prior approved project would be reduced to a less-than-significant level with implementation of mitigation with the exception of scenic viewsheds. The prior EIR indicated that even with implementation of mitigation, it could not reduce the project's contribution to potential adverse scenic viewshed impacts to a less-than-significant level. The dense residential and commercial development proposed by the project (at the main project site) in a cumulative context would produce significant visual barriers to existing and anticipated future views. The 2010 EIR indicated that this could only be avoided by not advancing with the proposed project.

The proposed changes to the prior approved project would not change the findings of the 2010 EIR and the project's contribution to aesthetic impacts would be the same as the 2010 EIR. The addition of the relocated water tank as part of the proposed project would not result in a significant cumulative contribution to aesthetic impacts. Therefore, cumulative impacts related to the relocated water tank component of the project on scenic vistas, damage to scenic resources, degradation of existing visual character/quality of public views, and new sources of light/glare would not be considered cumulatively significant.

## 4.2 Biological Resources

### 4.2.1 Relocated Water Tank

#### **Introduction**

Discussion of the proposed project's impacts on biological resources is primarily included in Chapter 3. However, the relocated water tank off-site location was not discussed in the 2010 EIR. Therefore, a site-specific discussion of potential for biological resources issues is included here (refer to Appendix C). This includes surveys conducted in 2017 by Dudek biological resources staff that included reconnaissance-level survey and preliminary jurisdictional wetland delineation of the project area (Dudek 2018a, 2018b), wetland delineation for the site (Ted Winfield and Associates 2016), review of the 2006 UDSP EIR and specifically its 2016 Addenda which covered the construction of Tank #8, and a database search including the California Native Diversity Database [CNDDDB], California Native Plant Society [CNPS], and the USFWS Information for Planning and Consultation [IPaC] planning tool, conducted in September 2019. Tables of the plant and animal species potential to occur at the water tank site are included in Appendix C. This section describes the existing biological resources of the relocated water tank site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to the relocated water tank.

#### **Setting**

##### ***Regional Setting***

The project site is located east of Rohnert Park at the base of Sonoma Mountain. The overall Mediterranean climate of the region is characterized by hot, dry summers and cool, wet winters with an average annual temperature range of 45° to 90° Fahrenheit and a precipitation level range of 30 to 60+ inches per year. The soils present in the area are of volcanic origin. Sonoma County has mapped 259 soil types classified into 15 major soil associations (County of Sonoma 2006). Five of these associations are found in basins, tidal flats, flood plains, terraces and alluvial fans, while the remaining ten associations are found in high terraces, foothills, uplands, and mountains. Vegetation communities and associated wildlife habitats found in the project area include a mosaic of herbaceous, shrub and tree dominated types, as well as aquatic and developed types.

##### ***Local Setting***

As previously described, the relocated water tank site is located at 6626 Petaluma Hill Road, in an unincorporated portion of the County on land owned by the City [Assessor's Parcel Number (APN) 047-132-038-000]. Copeland Creek runs south of the project site. General land uses surrounding the project site are diverse agriculture and public/quasi-public.

Elevations on the project vicinity extend from about 200 feet above mean sea level (amsl) at the base of the access road by Copeland Creek, to 270 feet amsl where Tank #8 exists and the relocated water tank would be built.

Soils on the project belong to two different series: Clear Lake and Toomes (USDA 2019). Clear Lake belongs to the Clear Lake-Reyes association, while Toomes belongs to the Goulding-Toomes-Guenoc association. Clear Lake-Reyes soils are used mainly for growing oat hay for dairy and horse feed. Clear Lake clay loam, which is present on the site near Copeland Creek, is commonly used for irrigated pasture. Toomes soils are used for limited grazing for sheep and cattle, and in most places the vegetation is chiefly sparse annual grass, small shrubs, and occasional oak trees. The Toomes rocky loam, located where the relocated water tank would be built, is low in fertility. Both of these soil associations are classified as suitable range, pasture soils.

### **Vegetation Communities and Associated Wildlife Habitats**

Analysis of Tank #8 was included in the biological study area identified as “Vast Oak East” in the 2006 UDSP EIR. As shown in Figure 3.4-1 of the 2006 UDSP EIR, the Vast Oak East area included nonnative annual grassland, oak woodland, and other waters of the U.S. (associated with Copeland Creek). Tank #8 is entirely within the oak woodland boundary as mapped in the 2006 UDSP EIR. The Tank #8 area has already been disturbed and would share some facilities with the relocated water tank such as the access road, part of the graded pad, and part of the retaining wall. The following text describes biological communities that remain within and near the relocated water tank site, derived from the 2006 EIR and Addenda, and the 2018 Crane Creek Trail surveys (Dudek 2018b).

#### **Nonnative Annual Grasslands**

Most of the Vast Oak East area, including the areas to the east and south of the relocated water tank site is vegetated as non-native annual grassland, some of which occurs in the understory of oak woodlands. Nonnative annual grasslands are dominated by a typical array of annual introduced grasses and forbs found in the County, including ryegrass, soft chess, hare barley, oats, ripgut brome, cutleaf geranium, filarees, dog fennel, mustards, poison hemlock, and wild radish. Grasslands support insects, amphibians, reptiles, and small birds and mammals that are preyed on by other wildlife, including terrestrial garter snake, western fence lizard, western kink, California vole, deer mouse, western harvest mouse, California ground squirrel, coyote, white-crowned sparrow, red-tailed hawk, red-shouldered hawk, northern harrier, white-tailed kite, American Kestrel, and great-horned owl. Grasslands near open water and woodland habitats such as those at the relocated water tank site are used by the most wildlife species (compared to other grasslands) because they provide places for resting, breeding, and escape cover.

#### **Oak Woodlands**

The western and northern portion of the relocated water tank site overlaps with Live Oak Woodland that was not previously disturbed for the Tank #8 development. Oak species within this biological community include coast live oak and Garry oak. Buckeye, poison oak, and snowberry also occur within this biological community. The canopy is generally open near Tank #8 but increases and is almost closed near the hilltop above the relocated water tank site. Oak woodlands provide high value to wildlife in the form of nesting sites, cover, and food. Oak woodlands, especially those with lower canopy cover, are used by species that require both woodlands and adjacent open areas for foraging, such as annual grasslands. As previously described, the oak woodland within and adjacent to the relocated water tank site is surrounded on all sides by nonnative annual grasslands. Common mammals such as western grey squirrel and Virginia opossum are found in the canopy of oak woodlands, and larger mammals such as black-tailed deer can take refuge or forage for oak mast within oak woodlands. Common birds associated with oak woodlands include acorn woodpecker, western scrub jay, yellow-billed magpie, and American robin. Cavities in

oak trees are important nesting sites for American kestrel, tree swallow, house wren, Bewick's wren, and western bluebird. Oak woodlands also provide nesting sites for raptors such as red-tailed hawk, red-shouldered hawk, and great horned owl, as well as perching locations used to survey surrounding foraging habitat. Adjacent open areas provide foraging for these species (2016 UDSP EIR Addenda).

#### **Other Waters of the United States**

In the advisory assessment prepared by Ted Winfield & Associates (2016), possibly jurisdictional wetland features were identified in an area at the base of the hill. The drainage at the base of the hill is well defined, and has a total area of 0.329 acre (~14,331 sf) and varies in width from eight to 20 feet. The bottom is 16 inches to three feet below the banks where the drainage is defined. The deeper areas are depressional, hold water longer, and are ponded throughout the winter rainy season and into the summer during depending on seasonal rainfall. The drainage is dominated by tall flatsedge (*Cyperus eragrostis*), curvepod yellowcress, rabbitsfoot grass, pennyroyal (*Mentha pulegium*), and spikerush. Subdominant species include ryegrass, bermuda grass (*Cynodon dactylon*), fiddle dock (*Rumex pulcher*), purple loosestrife, and cocklebur (*Xanthium* sp.).

#### **Special-Status Plant Species**

The August 2016 letter report prepared by Ted Winfield & Associates for the 2016 CEQA Addendum, reported that there are no listed plant species in the Tank #8 area, and special-status plants known to occur in seasonal wetlands (vernal pools) on the Santa Rosa Plain are not expected to occur at the site. A search of public databases conducted by Dudek in September 2019 identified four special-status plant species that had a moderate potential to occur based on the presence of oak woodland habitat and suitable soils (Appendix C). Those plant species are listed below.

**Bent-Flowered Fiddleneck (*Amsinckia lunaris*).** This annual herb is listed by the California Native Plant Society (CNPS) as 1B.2 and grows in coastal bluff scrub, cismontane woodland, and valley and foothill grasslands. The grassland and oak woodland onsite provide potentially suitable habitat for this species. The nearest documented occurrence is located approximately 6 miles north of the relocated water tank site.

**Big-Scale Balsamroot (*Balsamorhiza macrolepis*).** This perennial herb is listed by the CNPS as 1B.2 and grows in chaparral, cismontane woodland, and valley and foothill grasslands. It has also been recorded from serpentinite soils. The grassland and oak woodland onsite provide potentially suitable habitat for this species. The nearest documented occurrence is located approximately 2.9 miles north of the relocated water tank site.

**Congested-headed Hayfield Tarplant (*Hemizonia congesta* ssp. *Congesta*).** This annual herb is listed by the CNPS as 1B.2 and grows in valley and foothill grasslands, and sometimes along roadsides. The grassland onsite provides potentially suitable habitat for this species. The nearest documented occurrence is located approximately 2.7 miles southwest of the relocated water tank site.

**Marsh Microseris (*Microseris paludosa*).** This perennial herb is listed by the CNPS as 1B.2 and grows in closed-cone coniferous forest, cismontane woodland, coastal scrub, and valley and foothill grasslands. The grassland and oak woodland onsite provide potentially suitable habitat for this species. The nearest documented occurrence is located approximately 4.0 miles southwest of the relocated water tank site.

### ***Special-Status Animal Species***

A search of public databases conducted by Dudek in September 2019 identified four special-status wildlife species that had a moderate potential to occur within the relocated water tank site based on the presence of oak woodland habitat. Those wildlife species are listed below, and their potential to occur is analyzed in Appendix C. Although California tiger salamander (CTS) was determined to be “not expected to occur”, a brief discussion is provided for this species due to the relocated water tank site’s presence in the Santa Rosa Plan Conservation Strategy area. In addition, though no new access road would be constructed for the relocated water tank, vehicles would use the existing access road and creek crossing; therefore, the potential for special-status species to occur within that access route is also discussed.

**California Tiger Salamanders (*Ambystoma californiense*).** California tiger salamander (CTS) is a federally endangered and state endangered species found mostly in the Central Valley of California, with small distinct population segments (DPS) in Sonoma and Santa Barbara counties. In the County, CTS inhabit low elevation vernal pools, and seasonal ponds, and also use upland habitat in grasslands and oak savannah where small mammal burrows are present. The August 2016 letter report prepared by Ted Winfield & Associates described the status of CTS at the Tank #8 site. Multi-year CTS larval surveys were conducted between 1994 and 2003, and five years of aquatic surveys conducted on and near the project site and other areas east of Petaluma Hill Road, between 2007 and 2011; all surveys were negative for CTS. The report concluded that based on the lack of observation of CTS at the site or in nearby areas, CTS are not likely to be present at the Tank #8 site. The same finding holds for the relocated water tank site.

**Foothill Yellow-Legged Frog (*Rana boylei*).** Foothill yellow-legged frog is designed as a federal species of concern and a state species of special concern. Foothill yellow-legged frog occur in creeks and rivers, in forest, mixed chaparral, and wet meadow habitats. Despite the seasonal flows in Copeland Creek, the foothill yellow-legged frog breeds in areas that provide suitable pools during the breeding season (late March to early May) and retain water during summer months to support metamorphosis. This species would not be present on the relocated water tank site, but may occur along the existing creek crossing that would be used by project vehicles.

**Northwestern Pond Turtle (*Clemmys marmorata*).** Northwestern pond turtle is designed as a federal species of concern and a state species of special concern. They are one of two species of western pond turtle, that occur from the vicinity of the American River in California north to the lower Columbia River in Oregon and Washington. They occur in wetlands, grasslands, open forests, occur in rivers, streams, irrigation canal and are known to occur in Copeland Creek. This species would not be present on the relocated water tank site, but may occur along the existing creek crossing that would be used by project vehicles.

**White-Tailed Kite (*Elanus leucurus*).** White-tailed kite is a fully protected species under CDFG Code Section 35111. The species has a restricted distribution in the United States, occurring only in California and western Oregon and along the Texas coast. White-tailed kites nest in riparian and oak woodlands and forage in nearby grasslands, pastures, agricultural fields, and wetlands. They use nearby treetops for perching and nesting sites. Voles and mice are common prey species. White-tailed kits have been observed foraging in the near the University District development (approximately 0.5 miles west of the relocated water tank site) , and could use the oak woodlands within the relocated water tank site.

**Burrowing Owl (*Athene cunicularia*).** Burrowing owl is a federal species of concern and a state species of special concern and is protected during its nesting season under the MBTA and California Fish and Game Code Section 3503.5. Western burrowing owl is found throughout much of California in grassland variety of open grasslands, deserts, prairies, and agricultural lands. They regularly occupy disturbed sites, including construction sites, provided that sufficient foraging habitat with small mammal prey is located nearby. The presence of burrows or other cavities

is the critical requirement for western burrowing owl nesting habitat. Two burrowing owls were observed at active burrows on a neighboring site directly north of the project site during surveys conducted by Dudek in 2017. Therefore, burrowing owls were determined to be highly likely to occur within the relocated water tank site (Appendix C).

**Golden Eagle (*Aquila chrysaetos*).** Golden Eagle is a fully protected species under CDFG Code Section 35111 and is protected under the Federal Bald and Golden Eagle Protection Act. One of the largest raptors in the world. golden eagles are associated with open range, including blue oak savanna, and avoid dense coastal and montane coniferous forests. They prey on rabbits and rodents and need open areas for hunting. They breed from late January through August and nest on cliff ledges and less frequently in large trees. Review of occurrence records show recent golden eagle occurrences in the Sonoma Mountain area approximately 3 miles east of the relocated water tank site, and the species was determined to have a moderate potential to forage on and near the relocated water tank site.

**Pallid Bat (*Antrozous pallidus*).** Pallid bat is a state species of special concern. It occupies a variety of habitats including grassland, shrubland, woodland and forests from sea level up through mixed conifer forest. Pallid bats roost in caves, mines, crevices and occasionally hollow trees or buildings. Pallid bats prefer open habitats for foraging. This species has a moderate potential to occur on the relocated water tank site because suitable foraging habitat exists within the project site, and trees within and adjacent to the site could provide suitable roosting habitat.

**Other Migratory Birds and Raptors.** Nesting migratory birds, including raptors, are protected by federal and state laws, including MBTA and the California Fish and Game Code, Sections 3503 and 3503.5. Several non-species migratory birds and raptors, including great-horned owl, red-shouldered hawk, red-tailed hawk, American kestrel, acorn woodpecker, Nuttall's woodpecker, tree swallow, western kingbird, house wren, western meadowlark, and western bluebird, could breed in the area based on the presence of suitable habitat (oak trees, annual grassland, and seasonal wetland). The breeding season for most migratory birds and raptors is generally from March 1 to August 15. The occupied nests and eggs are protected by federal and state laws. CDFW is responsible for overseeing compliance with codes and making recommendations on nesting bird and raptor protection.

### ***Special-Status Fish Species***

Copeland Creek, which is located south of the access road used to reach the relocated water tank site, is within the range of several special-status fish species, however only Central California Coast steelhead was identified as having the potential to occur.

**Central California Coast Steelhead.** There is no state status or current listing for critical habitat for Central California Coast steelhead. Central California Coast steelhead include populations from Russian River to Aptos Creek, and the drainages of San Francisco and San Pablo bays eastward to the Napa River (inclusive) but excluding the Sacramento-San Joaquin River Basin. Copeland Creek is considered a historic steelhead stream. Spawning surveys conducted by ENTRIX in 2001 and 2002 that were cited in the 2006 EIR for the University District Specific Plan development in Rohnert Park, indicated potential spawning sites and steelhead smolts in a reach of Copeland Creek between Snyder Lane to the west and Roberts Road to the east.

### ***Migratory Wildlife Corridors and Nursery Sites***

The relocated water tank site and vicinity is not recognized as an important wildlife corridor by any regional or state agency or jurisdiction, and is not considered critical to the ecological functioning of adjoining open space areas. However, Copeland Creek provides cover and food resources for many different wildlife species, and is

likely used by several common and special-status species when moving between similar habitats in the region. Further, as noted above, Copeland Creek in the vicinity of the relocated water tank site may be a spawning and nursery site for steelhead.

## **Regulatory Setting**

### ***Federal Regulations***

The following federal regulations pertaining to biological resources would apply to the proposed project.

#### **Federal Endangered Species Act**

The federal Endangered Species Act (FESA) (16 U.S.C. 1533) gives joint authority to list a species as threatened or endangered to the Secretary of the Interior (represented by the USFWS) and the Secretary of Commerce (represented by the National Marine Fisheries Service (NMFS)). Under FESA, the “take” of endangered or threatened fish, wildlife, or plants species or adverse modifications to critical habitat, in areas under federal jurisdiction is prohibited. Under the Act “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.” The USFWS and NMFS have interpreted the definition of “harm” to include significant habitat modification that could result in the take of a species.

Either an incidental take permit under Section 10(a) or an incidental take statement under Section 7 is required if an activity would result in the take of a federally listed species. Section 7 requires the reviewing agency to determine whether any federally listed species, or species proposed for listing, may be present on the project site and if the project is likely to affect the species. Additionally, the reviewing agency must determine if a proposed project is likely to jeopardize the existence of a listed species or a proposed listed species, or result in destruction or adverse modification of proposed or designated critical habitat for such species. FESA requires the federal government to designate “critical habitat” for any listed species, which is defined as specific areas within the geographical area occupied by the species at the time of listing if they contain physical or biological features essential to the species conservation, and those features that may require special management considerations or protection. Additionally, it includes specific areas outside the geographical area occupied by the species if the regulatory agency determines that the area itself is essential for conservation.

USFWS and/or NMFS must authorize projects where a federally listed species is present and likely to be affected by an existing or proposed project. Generally, terrestrial and freshwater fish species are under the jurisdiction of USFWS, while marine and anadromous fish species are under the jurisdiction of NMFS. Project authorization may involve a letter of concurrence that the project will not result in the take of a listed species, or a Biological Opinion that describes what measures must be undertaken to minimize the likelihood of an incidental take. Projects determined by USFWS and NMFS to jeopardize the continued existence of a species cannot be approved under a Biological Opinion. Take that is incidental to the lawful operation of a project is permitted under Section 10(a) through approval of a habitat conservation plan (HCP), where a federal agency is not authorizing, funding, or carrying out the project.

#### **Federal Migratory Bird Treaty Act**

The federal Migratory Bird Treaty Act (16 U.S.C. 703 et seq.) regulates and prohibits taking, killing, possessing, harming, or trading in migratory birds. The Act addresses whole birds, parts of birds, and bird nests and eggs. This international treaty for the conservation and management of bird species that migrate through one or more countries is enforced in the United States by the USFWS.

### **Clean Water Act**

The objective of the Clean Water Act is to restore and maintain the chemical, physical, and biological integrity of waters of the United States (as defined in the Code of Federal Regulations: 33 CFR 328.3[a]). Section 401 of the Act (33 U.S.C. 1341) prohibits the discharge of any pollutant into waters of the United States. Project applicants for a federal license or permit to conduct activities including, but not limited to, the creation or operation of facilities, which may result in discharge into waters of the United States, must obtain certification that the project would not violate applicable effluent limitations and water quality standards. Section 404 of the Act (33 U.S.C. 1344) requires a federal license or permit from the U.S. Army Corps of Engineers prior to the discharge of dredge or fill material into waters of the United States, unless activity is exempt from Section 404 permit requirements. Permit applicants must demonstrate that they have attempted to avoid or minimize impacts on the resource; however, if no further minimization of impacts is possible, the applicant is required to mitigate remaining impacts on all federally regulated waters of the United States. In California, the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards are responsible for the protection of water quality.

### **State Regulations**

The following state regulations pertaining to biological resources would apply to the proposed project.

### **California Endangered Species Act**

The California Endangered Species Act (CESA) and Section 2081 of the California Department of Fish and Game Code identifies measures to ensure state-listed species and their habitats are conserved, protected, restored, and enhanced. The Act requires permits from the California Department of Fish and Wildlife (CDFW) for activities that could result in the take of a state-listed threatened or endangered species. “Take” is defined as to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). Section 2080 of the Fish and Game Code prohibits the take of state-listed plants and animals unless otherwise permitted under Sections 2080.1, 2081, and 2835. Section 20814(b) affords CDFW the authority to issue permits for incidental take for otherwise lawful activities. To authorize an incidental take, the impacts of the take must be minimized and fully mitigated. Issuance of incidental take permits may not jeopardize the continued existence of a state-listed species. For species listed as threatened or endangered under FESA, CDFW may rely on a federal incidental take statement or permit to authorize an incidental take under CESA.

The California Fish and Game Commission maintains a list of threatened and endangered species (Fish and Game Code Section 2070). The California Fish and Game Commission maintains two additional lists: a Candidate species list, which identifies species under review for addition to either the endangered or threatened species list, and a Species of Special Concern list which serves as a watch list based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value.

### **California Fully Protected Species and Species of Special Concern**

The classification of “fully protected” was the CDFW’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. California Fish and Game Code sections (fish at Section 5515, amphibians and reptiles at Section 5050, birds at Section 3511, and mammals at Section 4700) dealing with “fully protected” species state that these species may not be taken or possessed at any time, and no provisions in this code or any other law shall be construed to authorize permits for the take of fully protected species. Species of Special Concern are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of

concern to the CDFW because they are declining at a rate that could result in listing, or they historically occurred in low numbers and known threats to their persistence currently exist. This classification is intended to elicit special consideration for these animals by the CDFW, land managers, consulting biologists, and others. Additionally, this classification is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them.

#### **California Department of Fish and Game Code Section 3503**

Birds of prey are protected in California under the Fish and Game Code Section 3503.5 (1992). Under Section 3503.5, it is “unlawful to take, possess, or destroy any birds in the order Falconiformes (diurnal birds of prey) or Strigiformes (owls) or to take, possess, or destroy any nest or egg of any bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Disturbance during breeding season that results in the incidental loss of fertile eggs or nestlings or otherwise leads to nest abandonment is considered “taking” by the CDFW.

#### **California Native Plant Protection Act**

The California Native Plant Protection Act (California Fish and Game Code Sections 1900–1913) and the Natural Communities Conservation Planning Act provide guidance on the preservation of plant resources. Vascular plants which have no designated status or protection under state or federal endangered species legislation, but are listed as rare or endangered by the CNPS, are defined as follows:

1. List 1A: Plants presumed extinct
2. List 1B: Plants rare, threatened, or endangered in California and elsewhere
3. List 2: Plants rare, threatened, or endangered in California, but more numerous elsewhere
4. List 3: Plants about which more information is needed – a review list
5. List 4: Plants of limited distribution – a watch list

Generally, plants on CNPS List 1A, 1B, or 2 are considered to meet the criteria for endangered, threatened, or rare species as outlined by Section 15380 of the CEQA Guidelines. Additionally, plants listed on CNPS List 1A, 1B, or 2 also meet the definition of Section 1901, Chapter 10 (Native Plant Protection Act) and Sections 2062 and 2067 (CESA) of the California Fish and Game Code.

#### **State Water Resources Control Board**

The SWRCB administers Section 401 of the Clean Water Act which requires that an applicant for a Section 404 permit first obtain a certification, or waiver thereof, that the project will not violate applicable state water quality standards. The authority to either grant certification or waive the requirement for certification has been delegated by the SWRCB to nine regional boards, including, in Sonoma County the North Coast Regional Water Quality Control Board. The SWRCB protects all waters of the state, but has special responsibility for isolated wetlands and headwaters. These water bodies have high resources value but are vulnerable to filling and may lack regulation by other programs. Projects that require a U.S. Army Corps of Engineers permit, or fall under other federal jurisdiction, and have the potential to impact waters of the state are required to comply with the terms of the Water Quality Certification Program. If a proposed project does not require a federal license or permit, but does involve activities that may result in a discharge of harmful substances to waters of the state, the water boards have the option to regulate such activities under its state authority in the form of Waste Discharge Requirements or Certification of Waste Discharge Requirements.

## Local Regulations

### *Sonoma County General Plan*

The relocated water tank site is on City owned land, within the unincorporated area of Sonoma County. The following policies from the Open Space and Resource Conservation Element of the *Sonoma County 2020 General Plan* (County of Sonoma 2016) are relevant to the proposed project:

#### *Biotic Resources*

- |                           |   |
|---------------------------|---|
| <b>Objective OSRC-7-1</b> | Identify and protect native vegetation and wildlife, particularly occurrences of special status species, wetlands, sensitive natural communities, woodlands, and areas of essential habitat connectivity.   |
| <b>Objective OSRC-7.3</b> | Establish development guidelines to protect designated Biotic Habitat Areas and assure that the quality of these natural resources is maintained.   |
| <b>Policy OSRC-7o</b>     | Encourage the use of native plant species in landscaping. For discretionary projects, require the use of native or compatible non-native species for landscaping where consistent with fire safety. Prohibit the use of invasive exotic species.  |
| <b>Policy OSRC-7p</b>     | Support voluntary programs for habitat restoration and enhancement, hazardous fuel management, removal and control of invasive exotics, native plant revegetation, treatment of woodlands affected by Sudden Oak Death, use of fencerows and hedgerows, and management of biotic habitat. |

#### *Riparian Corridors*

- |                       |   |
|-----------------------|---|
| <b>Policy OSRC-8f</b> | Develop and/or adopt, where appropriate, revised streamside specific standards, guidelines, and/or best management practices that provide for protection of Riparian Corridors by watershed, stream, or other geographic areas. Once adopted, the revised standards would replace the standards that are in effect at the time. |
| <b>Policy OSRC-8m</b> | Apply the SCWA [Sonoma County Water Agency] Flood Control Design Criteria creek setback to development along streams where necessary to protect against streambank erosion.   |

#### *Reduction of Soil Erosion*

- |                        |   |
|------------------------|---|
| <b>Policy OSRC-11e</b> | Retain natural vegetation and topography to the extent economically feasible for any discretionary project improvements near waterways or in areas with a high risk of erosion as noted in the Sonoma County Soil Survey. |
|------------------------|---|

### *County of Sonoma Tree Ordinance*

The Tree Protection and Replacement Ordinance (No. 4014) of the Sonoma County Code sets preservation and protection standards for protected trees with a 9-inch or greater diameter at breast height, including non-intrusion

zones during construction, The ordinance also describes the permit process for removal of a protected tree, which may include conditions such as requiring replacement of the impacted tree either on- or off-site.

### ***Santa Rosa Plain Conservation Strategy***

The Santa Rosa Plain Conservation Strategy (Conservation Strategy) was developed by representatives of local jurisdictions, the United States Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG) and the agricultural, environmental, and private landowner communities. Its purpose is to create a long-term conservation program sufficient to mitigate potential adverse impacts on listed species due to future development on the Santa Rosa Plain (Plain). The program contributes to the recovery of the Sonoma County distinct population segment of the California Tiger Salamander (CTS), Burke's goldfield, Sonoma sunshine, Sebastopol meadowfoam, and the main-flowered navarretia (listed plants), and to the conservation of their sensitive habitat.

### ***City of Rohnert Park General Plan***

The following goals and policies from the Environmental Conservation Element of the *Rohnert Park 2020 General Plan* (City of Rohnert Park 2017) are relevant to the proposed project:

- |                    |  |
|--------------------|--|
| <b>Goal EC-B</b>   | Protect special status species and supporting habitats within Rohnert Park, including species that are State or federally listed as Endangered, Threatened, or Rare.   |
| <b>Goal EC-C</b>   | Protect sensitive habitat areas and wetlands in the following order of protection preference: 1) avoidance, 2) on-site mitigation, and 3) off-site mitigation.   |
| <b>Policy EC-4</b> | Cooperate with State and federal agencies to ensure that development does not substantially affect special status species appearing on any State or federal list of rare, endangered, or threatened species. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, high potential wetlands, or habitat areas of identified special status species.   |
| <b>Policy EC-5</b> | <p>Maintain creek protection zones extending a minimum of 50 feet (measured from the tops of the banks and a strip of land extending laterally outward from the top of each bank) for creeks, with extended buffers where significant habitat areas or high potential wetlands exist (Figure 6.2-2). Where high potential wetland or other biological resources exist, require appropriately wide buffers to encompass and protect the resource. Development shall not occur within this zone, except as part of greenway enhancement (for example, trails and bikeways). Require City approval for the following activities within the creek protection zones:</p> <ul style="list-style-type: none"><li>• Construction, alteration, or removal of any structure;</li><li>• Excavation, filling, or grading;</li><li>• Removal or planting of vegetation (except for removal of invasive plant species); or</li><li>• Alteration of any embankment.</li></ul> |

## Impacts

Table 4.2.1-1. Relocated Water Tank Biological Resources

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Increase in Severity?
<b>Impact Criterion #1:</b> Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	<b>IV. BIOLOGICAL RESOURCES.</b> Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Yes
<b>Impact Criterion #2:</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	No
<b>Impact Criterion #3:</b> Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means.	c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No
<b>Impact Criterion #4:</b> Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No
<b>Impact Criterion #5:</b> Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Yes
<b>Impact Criterion #6:</b> Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

**Significance Criteria**

The significance criteria used to evaluate the project impacts to biological resources are based on the 2019 Appendix G, Section IV. Biological Resources, of the CEQA Guidelines. These topics are shown in Table 4.2.1-1, above, and discussed as follows.

## Impacts and Mitigation Measures

### Impacts

**Impact 4.2-1** *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW, National Marine Fisheries Service (NMFS), or USFWS?*

Potential impacts either directly or through habitat modifications on special-status plant and animal species (i.e., California tiger salamander [“CTS”]; foothill yellow-legged frogs; northwestern pond turtles; burrowing owl; and nesting migratory birds and raptors) were previously analyzed for the construction of Tank #.

For the amphibian and reptile species, those impacts were due to the construction of the access road which has already been permitted and is complete. Relevant to the construction of the relocated water tank, it was determined that there would be a potential disturbance of oak woodland if construction activities occur within the drip line of the trees. This would also potentially disturb nesting migratory birds and raptors. Depending on the time of year, construction activities in and near the oak woodland could remove nesting habitat, disturb nest construction, result in abandonment or failure of nests, or impede feeding of nestlings.

An updated review of public databases (including the CNDDDB, CNPS, and USFWS IPac planning tool, conducted in September 2019) found that golden eagle (*Aquila chrysaetos*) could forage on the site, and white-tailed kite (*Elanus leucurus*) could nest and forage on the site and vicinity. Thus, with implementation of mitigation measures (MM), **MM 4.2-2 (new)** Install construction barrier fencing, **4.2-3 (new)** oak tree protection, and **4.2-5 (new)** avoid nesting migratory birds, potential impacts would be reduced to a less-than-significant level.

Two burrowing owls were observed at active burrows on a neighboring site directly north of the relocated water tank site during surveys conducted by Dudek on November 9, 2017, and additional occurrences of burrowing owl have been identified 0.51-mile northwest of the project site (CDFW 2019). **MM-4.2-4 (new)** preconstruction surveys for burrowing owls, is proposed to reduce this impact to a less-than-significant level.

An analysis of database records and habitat onsite suggests that pallid bat (*Antrozous pallidus*) has a moderate potential to roost and forage on the site. Trees and structures at the proposed project site could provide suitable roosting habitat. Implementation of **MM 3.3-4[a] (new)**, which requires pre-construction roosting bat surveys and evaluation (refer to Section 3.3) would ensure impacts to pallid bat would be reduced to a less-than-significant level.

The Tank #8 site was determined to be outside of designated critical habitat for CTS in 2014, and no new significant impacts were identified. This included a review of updated 2016 information related to CTS and special-status plants. Based on the lack of historic observation of CTS at the site and nearby areas, CTS were not likely to be present. Additionally, based on the *No Effect* status for the site in the Programmatic Biological Opinion (PBO) issued by the USFWS in 2007 and the fact that the Conservation Strategy identified the water tank area as “Presence of CTS is not likely”, mitigation of impacts to CTS for activities at the site were not anticipated. Furthermore, no listed plants were identified in the Tank #8 area, and special-status plants known to occur in seasonal wetlands (vernal pools) on the Santa Rosa Plain were not expected to occur. As such, it was concluded that construction of Tank #8 would not have a substantial adverse effect on any special-status species.

In order to determine the likelihood of special status species to occur from construction of the relocated water tank, the analysis first revisited the studies prepared for the Tank #8 site. Then an updated search of public databases was conducted by Dudek in September 2019. Next an analysis of the potential for each species identified in the database search was performed based on the conditions of the relocated water tank site. Four special-status plant species were identified to have at least a moderate potential to occur on the site based on presence of oak woodland habitat and suitable soils. This includes bent-flowered fiddleneck (*Amsinckia lunaris*), big-scale balsamroot (*Balsamorhiza macrolepis*), congested-headed hayfield tarplant (*Hemizonia congesta* ssp. *congesta*), and marsh microseris (*Microseris paludosa*). Based on the potential for these special-status plant species to occur, **MM 4.2-1 (new)** is proposed to reduce potential impacts to rare plant species to a less-than-significant level.

Therefore, impacts to special-status species would be **less than significant** with adherence to new **MM 4.2-1**, **MM 4.2-2**, **MM 4.2-3**, **MM 4.2-5**, **MM 4.2-6**, and existing **MM 3.3-4a** and new **MM 3.3-4b** (refer to Section 3.3).

**Impact 4.2-2** *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW, NMFS, or USFWS?*

The relocated water tank site is already disturbed and immediately adjacent to the site for Tank #8 and does not propose any new construction adjacent to or near Copeland Creek within the proposed creek protection zone.

Therefore, impacts to riparian habitat and other sensitive natural communities would be **less than significant**.

**Impact 4.2-3** *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

A preliminary advisory assessment of wetlands was prepared in 2016 for the project area by Ted Winfield & Associates that covered the Anderson 53 acre site on which Tank #8 is located. The relocated water tank site would be accessed using the existing bridge that crosses over the wetland feature. Potential impacts to protected wetlands would be **less than significant** with adherence to new **MM 4.2-2** to install barrier fencing, **MM 4.2-3** to protect oak trees, and **MM 4.2-6** to prevent noxious weeds.

**Impact 4.2-4** *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?*

The relocated water tank site is already disturbed and immediately adjacent to the Tank #8 site. No new construction is proposed adjacent to Copeland Creek. Potential impacts to migratory wildlife corridors or nursery sites would be **less than significant** with implementation of BMPs described in the Stormwater Quality Management Plan and creek protection zone setback to filter stormwater runoff.

**Impact 4.2-5** *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

As discussed under Impact 4.2-1, it was determined that construction at the relocated water tank site could potentially disturb oak woodland or other trees. The Sonoma County Tree Ordinance Code sets preservation and protection standards for protected trees with a 9-inch or greater diameter at breast height. Potential impacts related to conflict with local policies or ordinances protecting biological resources, such as the tree ordinance, would be **less than significant** with implementation of **MM 4.2-2** to install construction barrier fencing and **MM 4.2-3** oak tree protection.

**Impact 4.2-6** *Would the project conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan?*

The project site not located within any adopted habitat conservation plans or natural community conservation plan areas. However, the relocated water tank site is located within with the area subject to the Conservation Strategy. The Conservation Strategy describes the relocated water tank site potential for CTS in the following description: “Presence of CTS is not likely and there are no listed plants in this area”. Therefore, the relocated water tank project is not anticipated to conflict with implementation of the Conservation Strategy. As such, there would be **no impact** related to conflict with conservation plans.

**Mitigation Measures**

**MM 4.2-1:** *(new) Rare Plant Surveys.*

Prior to issuance of grading permits, focused surveys for special-status plant species shall be conducted by a qualified project biologist in accordance with the following protocol and guidance: *CNPS Botanical Survey Guidelines* (CNPS 2001); *Protocols for Surveying and Evaluating Impacts to Special Status Native Populations and Sensitive Natural Communities* (CDFW 2018); and *U.S. Fish and Wildlife Service General Rare Plant Survey Guidelines* (Cypher 2002). The pre-construction survey shall be conducted during a period when the target species are observable and identifiable (e.g., blooming period).

If special-status plants are detected during pre-construction surveys, the location of the species will be mapped and the following measures will be implemented:

1. If complete avoidance is possible, special-status plants in the vicinity of the disturbance will be temporarily fenced or prominently flagged and a buffer established around the populations to prevent inadvertent encroachment by vehicles and equipment during the activity. Buffer size will depend on the construction activity and sensitivity of the plant species, and may range in size from 10 to 50 feet.
2. If avoidance is not possible, seeds/bulbs will be collected and stored in appropriate storage conditions (e.g., cool and dry), and dispersed/transplanted to an area that would not be impacted following the construction activity and reapplication of salvaged topsoil. The top 6 inches of topsoil will be salvaged, stockpiled, and replaced as soon as practicable after project completion. The salvaged topsoil shall be redistributed at the same depth and contoured to blend with surrounding grades.

Additionally, while it is not expected that a federal or state-listed plant species will be observed during these surveys, the applicant shall consult with the applicable agency (i.e., CDFW and/or USFWS) and written concurrence for measures required for federal or state-listed plant species. As part of the consultation process, a plan to transplant federal or state-listed species will be developed and appropriate take permits obtained, if necessary. A transplantation plan for any observed state or federally listed plants will include the following at a minimum:

- a) The area of occupied habitat to be preserved and removed.
- b) Identification of on-site or off-site preservation, restoration, or enhancement locations.
- c) Methods for preservation, restoration, enhancement, and/or translocation.
- d) A replacement ratio and success standard of 1:1 for impacted individuals.
- e) A monitoring program to ensure mitigation success.

- f) Adaptive management and remedial measures in the event that performance stands are not achieved
- g) Financial assurances and a mechanism for conservation of any mitigation lands required in perpetuity.

**MM 4.2-2: (new) Install Construction Barrier Fencing to Protect Sensitive Biological Resources Adjacent to the Construction Zone**

The project proponent or its contractor will install orange construction barrier fencing to protect sensitive biological resources prior to any grading or construction. The construction specifications will require that a qualified biologist identify sensitive biological habitat on site and identify areas to avoid during construction. Sensitive resources that occur in and adjacent to the proposed construction area (study area) include Hinebaugh Creek, Copeland Creek, unnamed drainages, seasonal wetlands, oak trees, and any active bird nests. Any sensitive resources within the area that can be avoided by construction shall be fenced off to avoid disturbance in these areas.

**MM 4.2-3: (new) Compensate for Removal of Oak Trees and Protect Oak Trees to be Preserved**

Prior to the removal of any oak trees at the relocated water tank site, the project sponsor shall hire a licensed and certified arborist to inventory all trees slated to be removed and access, as directed by the City as to size, health, species and location. This inventory shall be provided to the City of Rohnert Park Development Services Department. Regardless of any relationship to a “larger project”, the project sponsor shall then comply with the requirements of the arborist’s report for tree protection (for any trees to be retained) and the provisions of Section 17.15.050 of the Rohnert Park Municipal Code for any trees to be removed, including payment of in-lieu fees, the replacement of trees, or both.

Oak trees within the proposed project area that are retained will be avoided and protected as required by General Plan policies (see “Regulatory Setting”) and specific direction included in the arborist’s report. Furthermore, as described under **MM BIO-4.2-2**, oaks will be protected by installing orange construction barrier fencing to prevent activities that result in soil compaction beneath the canopy or over the root zone. Prior to construction near oak trees or any pruning of oak trees, if necessary, the contractor will implement general oak tree preservation guidelines, including, but not limited to the following best practices:

- No vehicles, construction equipment, mobile offices, or materials shall be parked, stored or located within the driplines of any oak trees.
- Install 4-foot tall, orange, synthetic mesh fencing outside the dripline of all trees greater than 6” dbh (diameter at breast height), or 10” dbh aggregate for multi-trunked trees. If site constraints do not allow for protection of a tree’s entire dripline, fence off as much of the dripline as possible.
- If work or traffic must proceed within the driplines, one of the following techniques shall be followed: (1) place 6-12 inches of mulch in the work or traffic area; (2) place at least 4 inches of mulch in the work or traffic area and then place sheets of ¾ inch plywood or 4x4 inch lumber; or (3) place 4 – 6 inches of gravel with geotextile fabric beneath.
- Soil surface removal greater than one foot shall not occur within the driplines of oak trees. No cuts shall occur within five feet of their trunks.

- If roots are encountered during soil excavation, they shall be carefully pruned rather than left torn or crushed. Roots greater than 1 inch in diameter must always be pruned, and finer roots shall ideally also be pruned. Cut roots as far away from the trunk as possible. Use loppers, a handsaw, or a small chain saw to make a clear vertical cut. Leave adjacent root bark intact.
- To the extent feasible, earthen fill greater than one foot deep shall not be placed within the driplines of oak trees, and no fill shall be placed within five feet of their trunks.
- Avoid paving within the driplines of preserved oak trees.
- Underground utility line trenching shall not be placed within the driplines of oak trees. If it is absolutely necessary to install underground utilities within the driplines of preserved oak trees, the trench shall either be bored or drilled but not within five feet of the trunk.

**MM 4.2-4: (new) Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the California Department of Fish and Game Guidelines for Burrowing Owl Mitigation, if Necessary**

Consistent with the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012), the project applicant shall conduct breeding season surveys (a), non-breeding season surveys (b), and, if necessary, a take avoidance survey (c) prior to construction.

- a. Breeding Season Survey (February 1 – August 31): Conduct four survey visits as follows: (1) at least one survey shall be conducted between February 15 and April 15, and (2) a minimum of three survey visits shall occur, at least three weeks apart, between April 15 and July 15, with at least one visit after June 15. Surveys shall follow the methodology of the CDFG *Staff Report on Burrowing Owl Mitigation*, Appendix D for breeding season surveys.
- b. Non-Breeding Season Survey (September 1 - January 31): Follow same methodology as above in a) Breeding Season Survey, but conduct at least four visits, spread evenly, throughout the non-breeding season. Surveys shall follow the methodology of Department of Fish and Game *Staff Report on Burrowing Owl Mitigation*, Appendix D for non-breeding season surveys.
- c. Take Avoidance Survey: If the breeding season surveys or non-breeding season surveys have been completed less than 14 days prior to construction, no further preconstruction surveys for burrowing owl are necessary. If more than 14 days have elapsed since one of the breeding season or non-breeding season surveys have occurred, a qualified biologist meeting requirements listed in the CDFG *Staff Report on Burrowing Owl Mitigation* survey methodology shall conduct take avoidance surveys within the project site within 14 days prior to construction to identify burrowing owls or their nesting areas. This survey shall follow survey protocols as developed by the Burrowing Owl Consortium in consultation with CDFW (CDFG 2012). If no active burrows or burrowing owls are observed, no further mitigation is required. If a lapse in construction of 15 days or longer occurs during the nesting season, additional take avoidance surveys shall be repeated before work may resume.
- d. If burrowing owls or active burrows are identified within the project site during the preconstruction surveys described in (a), (b), and (c) above, the following measures shall be implemented. While minimum buffers are suggested below, appropriate buffers shall be determined by the City in consultation with CDFW:

1. During the non-breeding season for burrowing owls (September 1 through January 31), exclusion zones shall be established around any active burrows identified during the survey. The exclusion zone shall be no less than 160 feet in radius centered on the active burrow. With approval from the City after consultation with CDFW, burrowing owls shall be passively evicted and relocated from the burrows using one-way doors. The one-way doors shall be left in place for a minimum of 48 hours and shall be monitored daily to ensure proper function. Upon the end of the 48-hour period, the burrows shall be excavated with the use of hand tools and refilled to discourage reoccupation.
2. During the breeding season (February 1 through August 31), a qualified biologist familiar with the biology and behavior of this species shall establish exclusion zones of at least 250 feet in radius centered on any active burrow identified during the survey. No construction activities shall occur within the exclusion zone as long as the burrow is active and young are present. Once the breeding season is over and young have fledged, passive relocation of active burrows may proceed as described in measure b.1, above.
3. The buffer widths may be reduced with the following measures:
  - A site specific analysis, reviewed and approved by City after consultation with CDFW, shall be prepared that documents and describes how the nesting or wintering owls would not be adversely affected by construction activities;
  - Monitoring shall occur by a qualified biologist for a minimum of 10 consecutive days following initiation of construction indicating that the owls do not exhibit adverse reactions to construction activities;
  - Burrows are not in danger of collapse due to equipment traffic; and
  - Monitoring is continued at least once a week through the nesting/wintering cycle at the site and no change in behavior by owls is observed; biological monitoring reports shall be submitted to CDFW.

**MM 4.2-5: (new) Avoid Disturbance of Tree-, Shrub-, and Ground-Nesting Special-Status and Non- Special-Status Migratory Birds**

Causing the abandonment or removing active nests (with eggs or young) of Cooper's hawk, white-tailed kite, northern harrier, loggerhead shrike, yellow warbler, yellow-breasted chat, horned lark, and grasshopper sparrow and many other non-special-status migratory birds violates the California Fish and Game Code and the federal MBTA. To avoid this impact, one or more of the following options will be implemented as part of development projects within the study area, depending on the timing of construction as specified below, and under the supervision of a qualified biologist.

If construction activities are scheduled to occur during the breeding season for these species (generally between March 1 and August 15), a qualified wildlife biologist will be retained to conduct the following focused nesting surveys within the appropriate habitat:

- Tree- and shrub-nesting surveys will be conducted in riparian and oak woodland habitats within or adjacent to the construction work area to look for Cooper's hawk, white-tailed kite, loggerhead shrike, yellow warbler and yellow-breasted chat.
- Ground-nesting surveys will be conducted in annual grasslands, seasonal wetlands, and agricultural areas within and adjacent to the construction work area to look for northern harrier, horned lark, and grasshopper sparrow and non-special-status migratory birds and raptors.

The surveys should be conducted within 1 week prior to initiation of construction activities within those habitats and at any time between March 1 and August 15. If no active nests are detected during surveys, then no additional mitigation is required.

If construction activities are scheduled to occur during the breeding season (generally between March 1 and August 15), and if surveys indicate that special-status or non-special-status migratory bird nests are found in any areas that would be directly affected by construction activities, a no-disturbance buffer will be established around the site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged (usually late-June to mid-July). The extent of these buffers will be determined by a wildlife biologist and will depend on the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances.

If construction activities begin prior to the breeding season (i.e., if construction activity begins between September 1 and February 28), then construction can proceed until it is determined that an active special-status or non-special-status migratory bird or raptor nest is subject to abandonment as a result of construction activities. Construction activities should be in full force, including at a minimum, grading of the site and development of infrastructure. A minor activity that initiates construction but does not involve the full force of construction activities will not qualify as "pre-existing construction." Optimally, the project site will be entirely graded so that there is no potential for nesting birds at the beginning of the breeding season (generally between March 1 and August 15). If special-status or other migratory birds nest in the vicinity of the project under this pre-existing construction condition, then it is assumed that they are habituated or will habituate to the construction activities. Under this scenario, the pre-construction survey should still be conducted on or after April 1 to identify any active nests in the vicinity, and active sites should be monitored by a wildlife biologist periodically until after the breeding season or after the young have fledged (usually late-June to mid-July). If active nests are identified on or immediately adjacent to the project site, then all non-essential construction activities (e.g., equipment storage, meetings, etc.) should be avoided in the immediate vicinity of the nest site; however, construction activities can proceed.

**MM 4.2-6: (new) Avoid the Introduction or Spread of Noxious Weeds into Previously Uninfested Areas**

To prevent the introduction of new noxious weeds or spread of existing noxious weeds at the tank site, the project proponent or its contractors will implement the following measures during construction activities:

- Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations.
- Clean construction equipment at designated wash stations before entering and upon leaving the construction work area.
- Seed all disturbed areas on which there has been no construction within the same season with certified weed-free native mixes or certified weed-free rice straw.
- Conduct a follow-up inventory of the construction area to verify that construction activities have not resulted in the introduction of new noxious weed infestations.
- If new noxious weed infestations are located during the follow-up inventory, contact the appropriate resource agency to determine the appropriate species-specific treatment methods.

**Cumulative Impacts**

A discussion of cumulative biological resources impacts is included in Section 3.1. As described, all of the biological resources impacts of the proposed project (including the relocated water tank) would be reduced to a less-than-significant level with implementation of mitigation. Previous and ongoing disturbance from Tank #8 is the only contribution to cumulative impacts in the vicinity of the relocated water tank. The relocated water tank site is already partially disturbed by activities associated with construction of Tank #8 and its location adjacent to an existing water tank where infrastructure to provide water to the project site is ideal. It is not expected that the addition of the relocated water tank as part of the proposed project would cause a significant impact to cumulative biological resources impacts. Thus, cumulative biological resource impacts are less than significant.

## 4.3 Cultural Resources

### 4.3.1 Relocated Water Tank

**Introduction**

Discussion of the proposed project's impacts on cultural resources is primarily included in Chapter 3. However, the relocated water tank off-site location was not discussed in the 2010 EIR. Therefore, a site specific discussion of potential cultural resources issues is included here (refer to Appendix D). This includes reference to the Cultural Resources Inventory and Extended Phase I Report (XPI) for the Tank #8 Project, prepared in 2016 by Dudek. This section describes the existing cultural resources present on the relocated water tank site and vicinity, identifies regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to the relocated water tank.

As part of the 2016 Cultural Resources Inventory and XPI, Dudek archaeologists completed a records search and conducted an intensive-level pedestrian survey of the general project area. In August 2019, Dudek supplemented this prior work by requesting a new records search of the project site that included a 0.5-mile radius.

## Setting

This section describes the existing conditions in the project area and also identifies the resources that could be affected by the relocated water tank.

### Existing Conditions

The relocated water tank site is located east of Petaluma Hill Road and Sonoma State University in Sonoma County, California. The Tank #8 site has been subject to several cultural resources investigations. A prior records search indicates that more than twenty-two (22) previous cultural resources technical investigations have been conducted within one half-mile of the relocated water tank site. Of these studies, ten (10) have included the water tank parcel, two of which have intersected the area of direct impacts (ADI). All portions of the ADI have been subject to previous investigation. Records indicate that no archaeological resources fall within the ADI, and that 14 previously recorded archaeological or built environment resources are within a half-mile, shown in Table 4.3-1 below.

**Table 4.3-1. Previously Recorded Cultural Resources Within the Relocated Water Tank Project ADI**

Site No.	Period	Type	NRHP/CRHP Status	Relative to Project Area	Description
<b>Resources Within the ADI</b>					
None					
<b>Resources within the One-Half Mile Records Search Area</b>					
49-000993	Prehistoric	AP2. (Lithic scatter)	No Formal Recommendation	Outside	Obsidian and chert flakes
49-001460	Prehistoric	AP16. (other)	No Formal Recommendation	Outside	Redeposited archaeological materials from other areas; bone, shell, and lithics.
49-001863	Prehistoric	AP15. (Habitation debris)	No Formal Recommendation	Outside	Lithic scatter, shell fragments, and groundstone
49-002373	Historic	AH4. (Privies/dump/trash scatter)	No Formal Recommendation	Outside	Historic refuse scatter
49-002796	Prehistoric	AP2. (Lithic scatter)	No Formal Recommendation	Outside	Lithic scatter, lithic tools, groundstone, and millingstone
49-003055	Prehistoric ; Historic	HP2. (Single family property); HP4. (Ancillary building); HP33. (Farm/ranch)	Eligible for NRHP/CRHP listing	Outside	Himebauch Ranch
49-003157	Prehistoric	AP2. (Lithic scatter)	No Formal Recommendation	Outside	Lithic scatter
49-003159	Prehistoric	AP2. (Lithic scatter)	No Formal Recommendation	Outside	Lithic scatter
49-003239	Prehistoric	AP16. (Isolate)	No Formal Recommendation	Outside	Obsidian flake
49-004917	Historic	HP46. (Walls/gates/fences)	Potentially eligible for NRHP/CRHP listing	Outside	Himebauch Ranch /Anderson Stone Fence

Table 4.3-1. Previously Recorded Cultural Resources Within the Relocated Water Tank Project ADI

Site No.	Period	Type	NRHP/CRHP Status	Relative to Project Area	Description
P-49-005717	Prehistoric	AP2. (Lithic scatter); AP16. (other)	Unevaluated	Outside	Sparse scatter of marine shell, obsidian tools and debitage, and a shell bead. Human Burial.
P-49-005714	Prehistoric	AP2. (Lithic scatter)	Not eligible	Outside	Rhyolite lithic core
P-49-005715	Prehistoric	AP2. (Lithic scatter)	Not eligible	Outside	CCS lithic core
P-49-005716	Prehistoric	AP2. (Lithic scatter)	Not eligible	Outside	CCS shatter and shell fragment

Source: Cultural Resources Letter Report for the SOMO Project, City of Rohnert Park, California – Negative Findings (2019).

## Regulatory Setting

### Federal Regulations

#### National Register of Historic Places

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service (NPS), under the U.S. Department of the Interior, the NRHP was authorized under the NHPA, as amended. Its listings encompass all National Historic Landmarks.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, How to Apply the National Register Criteria, as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (NPS 1990). NRHP guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be "exceptionally important" (criteria consideration G) to be considered for listing.

## ***State Regulations***

### **California Register of Historical Resources**

In California, the term “historical resource” includes “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (PRC Section 5020.1(j)). In 1992, the California legislature established the CRHR “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1(a)). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource fewer than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see California Code of Regulations, Title 14, Section 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

### **California Environmental Quality Act**

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- PRC Section 21083.2(g) defines “unique archaeological resource.”
- PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) defines “historical resources.” In addition, CEQA Guidelines Section 15064.5(b) defines the phrase “substantial adverse change in the significance of an historical resource;” it also defines the circumstances when a project would materially impair the significance of an historical resource.
- PRC Section 21074(a) defines “tribal cultural resources.”

- PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- PRC Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4: Provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context, and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource." (PRC Section 21084.1; CEQA Guidelines Section 15064.5(b)). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of PRC Section 5024.1(q)), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA. (PRC Section 21084.1; CEQA Guidelines Section 15064.5(a)). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption. (PRC Section 21084.1; CEQA Guidelines Section 15064.5(a)).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1); PRC Section 5020.1(q)). In turn, the significance of an historical resource is materially impaired when a project:

- (1) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- (2) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- (3) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA (CEQA Guidelines Section 15064.5(b)(2)).

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any "historical resources," then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (PRC Section 21083.2(a); CEQA Guidelines Section 15064.5(c)(4)). However, if a non-unique archaeological resource qualifies as tribal cultural resource (PRC Sections 21074(c); 21083.2(h)), further consideration of significant impacts is required.

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in PRC Section 5097.98.

**Native American Historic Cultural Sites (PRC Section 5097 et seq.)**

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the Heritage Commission to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy an Indian historic or cultural site that is listed or may be eligible for listing in the CRHR.

**California Health and Safety Code**

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the County Coroner has examined the remains (Health and Safety Code Section 7050.5b). PRC Section 5097.98 outlines the process to be followed in the event that remains are discovered. If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Health and Safety Code Section 7050.5c). The NAHC would notify the most likely descendant (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 48 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

## Local Regulations

### *Sonoma County General Plan*

The following policies from the Open Space and Resource Conservation Element of the *Sonoma County 2020 General Plan* (County of Sonoma 2016) are relevant to the proposed project:

#### *Archaeological, Cultural, and Historical Resources*

<b>Objective OSRC-19.5</b>	Encourage the identification, preservation, and protection of Native American cultural resources, sacred sites, places, features, and objects, including historic or prehistoric ruins, burial grounds, cemeteries, and ceremonial sites. Ensure appropriate treatment of Native American and other human remains discovered during a project.
<b>Objective OSRC-19.6</b>	Develop and employ procedures to protect the confidentiality and prevent inappropriate public exposure of sensitive archaeological resources and Native American cultural resources, sacred sites, places, features, or objects.
<b>Policy OSRC-19k</b>	Refer applications for discretionary permits to the Northwest Information Center to determine if the project site might contain archaeological or historical resources. If a site is likely to have these resources, require a field survey and preparation of an archaeological report containing the results of the survey and include mitigation measures if needed.
<b>Policy OSRC-19l</b>	If a project site is determined to contain Native American cultural resources, such as sacred sites, places, features, or objects, including historic or prehistoric ruins, burial grounds, cemeteries, and ceremonial sites, notify and offer to consult with the tribe or tribes that have been identified as having cultural ties and affiliation with that geographic area.
<b>Policy OSRC-19n</b>	Develop procedures for complying with the provisions of State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, if applicable, in the event of the discovery of a burial or suspected human bone. Develop procedures for consultation with the Most Likely Descendant as identified by the California Native American Heritage Commission, in the event that the remains are determined to be Native American.

### *City of Rohnert Park General Plan*

The following goals and policies from the Environmental Conservation Element of the *Rohnert Park 2020 General Plan* (City of Rohnert Park 2017) are relevant to the proposed project:

<b>Goal EC-A</b>	Conserve historic and archaeological resources for the aesthetic, educational, economic, and scientific contribution they make to Rohnert Park's identity and quality of life.
<b>Policy EC-1</b>	Undertake an inventory of historic resources to determine sites or buildings of federal, State, or local historic significance.

**Policy EC-3**

In accordance with CEQA and the State Public Resources Code, require the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are discovered.

**Impacts****Table 4.3.1-1. Relocated Water Tank Cultural Resources**

2010 EIR Impact Criteria	2019 CEQA Guideline Topics	New Significant Increase in Severity?
<b>Impact Criterion #1:</b> Cause a substantial adverse change in the significance of historical resources as defined in CEQA Section 15064.5.	<b>V. CULTURAL RESOURCES.</b> Would the project: a) Cause a substantial adverse change in the significance of a historical resource CEQA Section 15064.5?	No
<b>Impact Criterion #2:</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5.	b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	No
<b>Impact Criterion #3:</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.		N/A*
<b>Impact Criterion #4:</b> Disturb any human remains, including those interred outside of formal cemeteries.	c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

\* Geologic and features and paleontological resources are discussed in Section 3.5, VII. GEOLOGY AND SOILS, f).

**Significance Criteria**

The significance criteria used to evaluate the project impacts to cultural resources are based on the 2019 Appendix G, Section V. Cultural Resources, of the CEQA Guidelines. These topics are shown in Table 4.3.1-1 above, and discussed as follows:

**Impacts and Mitigation Measures****Impact 4.3-1 Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?**

Prior analysis did not identify any historical resources present in the Tank #8 project area. A 2016 CEQA analysis for the Tank #8 project, included preparation of a new records search and an intensive pedestrian survey of the portion of the project area that includes the relocated water tank. One prehistoric isolate was found within the Tank #8 area, however, isolates are not considered eligible for listing in the CRHR or the NRHP. In addition to this find, recent nearby work did result in the identification of an archaeological midden area with a human burial (P-49-005717). This is outside of the relocated water tank area and would not be affected by the proposed project.

Based on the prior analysis and updated records search, there would be no impacts to historical resources associated with the relocated water tank and impacts are **less than significant**.

***Impact 4.3-2 Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

As discussed previously, one prehistoric isolate was found within the relocated water tank site. Isolates are not considered eligible for listing in the CRHR or NRHP, and thus it was concluded that no known significant archaeological resources would be affected by the project. The prior site analysis recommended implementation of a cultural monitoring program, which is included here as **MM 4.3-1 (new)**, although similar to **MM C-5a** from the 2016 UDSP EIR Addendum), to ensure that impacts related to inadvertent archaeological discoveries remain less than significant.

Observation of present conditions within the relocated water tank site (adjacent to Tank #8) indicate that it has been subject to a substantial degree of disturbance related to prior agricultural activities and construction of Tank #8. No newly identified archaeological resources were recorded during the pedestrian survey of the relocated water tank site. The records search did not identify any other cultural resources. An NAHC Sacred Lands File search did not indicate the presence of Native American sacred sites. Government to government consultation pursuant to AB 52 remains ongoing. Based on present information, as currently designed, construction of the relocated water tank appears to have a low potential for encountering intact cultural deposits during ground disturbing activities, and would have no impact to known cultural resources.

Based on the analysis above, it is anticipated there would be no impacts to subsurface archaeological resources from construction of the relocated water tank. However, in the event of unanticipated discovery of archaeological resources during construction, mitigation measure **MM 4.3-1** would ensure that work would cease until a further determination can be made. With implementation of **MM 4.3-1**, impacts related to adverse changes in the significance of an archeological resources would be **less than significant** with mitigation.

***Impact 4.3-3 3. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

Based on the negative findings of the 2019 records search and the observed conditions within the relocated water tank project area, no additional cultural resource efforts, including archaeological monitoring, were recommended to be necessary beyond standard protection measures for unanticipated discoveries of human remains. In the event that human remains are found, compliance with Health and Safety Code Section 7050.5 and new **MM 4.3-2 (new)**, although similar to **MM C-5a** from the 2016 UDSP EIR CEQA Addendum) would ensure that a Sonoma County Coroner is contacted and no further excavation or disturbance of the site shall occur until appropriate treatment is determined. Impacts to the potential disturbance of human remains would be **less than significant** with mitigation.

**Mitigation Measures**

**MM 4.3-1:** **(new)** The City shall require that Native American and archaeological monitors are present during all initial ground-disturbing activities with the potential to encounter Native American cultural resources. A technical report with monitoring recommendations shall be prepared by a qualified archaeologist to guide the actions of monitors and construction crews in the event of an archaeological discovery. Archaeological and Native American monitoring may be adjusted at the recommendation of the qualified archaeologist, and in consultation with the City, based on inspection of exposed subsurface soils and their observed potential to contain intact cultural deposits or material.

In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

**MM 4.3-2:** *(new)* In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

### ***Cumulative Impacts***

A discussion of cumulative cultural resources impacts is included in Chapter 3, section 3.4. As described, all of the cultural resource impacts of the proposed project (including the relocated water tank) would be reduced to a less-than significant level with implementation of mitigation. The relocated water tank site is already disturbed by activities associated with construction of Tank #8. It is not expected that the addition of the relocated water tank as part of the proposed project, would cause a significant impact to cumulative cultural resource impacts.

## 4.4 Transportation

### **Introduction**

This section includes a discussion of the proposed project's impacts on transportation. This focuses on the main project site. The relocated water tank traffic would be nominal and ongoing maintenance checks are anticipated to not exceed 1-2 trucks per week.<sup>3</sup> Potential traffic associated with the relocated water tank would result in either no impacts or less-than significant traffic impacts, therefore this topic is not discussed further. A traffic impact analysis (TIA) was completed for the project by W-Trans to examine the circulation impacts associated with the proposed project. The analysis provided in this section is based on the TIA prepared by W-Trans (see Appendix E).

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<sup>3</sup> Personal communication with City of Rohnert Park, Vanessa Garrett, Engineer, via email 10/8/19.

## Setting

This section describes the existing transportation setting within the project area. The existing roadway network is shown on Figure 4.4-1.

### ***Existing Roadway Network***

*Camino Colegio* – is a major collector in the Rohnert Park General Plan and forms the northern boundary of the project site. The corridor includes four lanes as well as left-turn lanes at most side streets and driveways. Near the project site the street includes sidewalks on the north side and an asphalt pathway on the south side of the street. Landscaped medians separate directions of travel along the project frontage. The posted speed limit is 35 miles per hour (mph).

*Bodway Parkway* – is a north-south arterial connecting residences in the eastern portion of the city to the project area. The corridor forms the eastern boundary of the project site and includes one lane in each direction separated by a 20-foot wide landscaped median, on-street bicycle lanes, and sidewalks on both sides of the street. The posted speed limit is 30 mph.

*Valley House Drive* - is an east-west arterial street that connects the current terminus of Bodway Parkway to Petaluma Hill Road. To the west of Bodway Parkway, the street currently serves as one of the two access points to SOMO Village. A sidewalk exists on the north side of the street, and the one-block segment east of Bodway Parkway includes bike lanes. The posted speed limit is 35 mph.

*Railroad Avenue* - is the southern boundary of the project site and is in the jurisdiction of the County of Sonoma and is outside the City's Sphere of Influence (SOI). The Sonoma County General Plan 2020 identifies the corridor as a rural minor arterial. The roadway is comprised of two travel lanes (one lane in each direction) and has a rural character, with paved shoulders varying from two to three feet wide near the project site. The street has a posted speed limit of 45 mph.

### ***Existing Intersections and Study Area***

The study area for the analysis was established in consideration of the intersections previously evaluated in the 2010 EIR, and in consultation with City Staff. The analysis of potential traffic impacts includes intersections near the project site that are either existing, would be modified, or would be *constructed* upon development of the project. In addition, key intersections beyond the immediate project area in the City of Rohnert Park, County of Sonoma, and the cities of Cotati and Petaluma that may be affected by project-related traffic. The locations of the study intersections are shown in Figure 4.4-1. The existing lane configurations and controls at the study intersections are shown in Figure 4.4-2.

The study area includes the following 24 intersections (compared to the 13 intersections studied in the 2010 EIR). Intersections located in jurisdictions other than Rohnert Park are denoted in parentheses. Note that intersection 11 is not included in the analysis as it was a previously proposed intersection that is no longer reflected on the project site plan.

1. Rohnert Park Expressway/Snyder Lane
2. Gravenstein Highway/US 101 South Ramps (Cotati)

3. Gravenstein Highway/US 101 North Off-ramp (Cotati)
4. Gravenstein Highway/Old Redwood Highway (Cotati)
5. East Cotati Avenue/Old Redwood Highway (Cotati)
6. East Cotati Avenue/La Salle Avenue (Cotati)
7. East Cotati Avenue/Camino Colegio
8. East Cotati Avenue/Snyder Lane
9. East Cotati Avenue/Bodway Parkway
10. East Cotati Avenue/Petaluma Hill Road (County of Sonoma)
11. Camino Colegio/Mitchell Drive (omitted from analysis - project no longer includes this intersection)
12. Camino Colegio/Manchester Avenue
13. Camino Colegio/Mainsail Drive
14. Camino Colegio/Bodway Parkway
15. Bodway Parkway/Waterside Lane
16. Bodway Parkway/Wisdom Lane
17. Bodway Parkway/Valley House Drive-Valley House Drive
18. Petaluma Hill Road/Valley House Drive (County of Sonoma)
19. Old Redwood Highway/Railroad Avenue (County of Sonoma)
20. Railroad Avenue/Bodway Parkway Extension (County of Sonoma)
21. Petaluma Hill Road/Railroad Avenue (County of Sonoma)
22. Petaluma Hill Road-Main Street/Adobe Road (County of Sonoma)
23. Old Redwood Highway/North McDowell Avenue (Petaluma)
24. Old Redwood Highway/US 101 North Ramps (Petaluma)

## **Traffic Volumes and Level of Service**

### ***Intersection Level of Service Methodologies***

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation. The study intersections were analyzed using methodologies published in the Highway Capacity Manual (HCM), Transportation Research Board, 2010. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The ranges of delay associated with the various levels of service are indicated in Table 4.4-1.

Table 4.4-1 Intersection Level of Service Criteria

LOS	Two-Way Stop-Controlled	All-Way Stop-Controlled	Signalized
<b>A</b>	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
<b>B</b>	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
<b>C</b>	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach and wait for vehicle to clear from one or more approaches prior to entering the intersection.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
<b>D</b>	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles must stop.
<b>E</b>	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop, and drivers consider the delay excessive.
<b>F</b>	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 50 seconds. Drivers enter long queues on all approaches.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Source: W-Trans 2019, Appendix E.

### Existing Traffic Volumes

Existing traffic volumes, without the project, during the a.m. and p.m. peak periods is provided below in Table 4.4-2. These traffic volumes include traffic associated with the existing uses on the project site (which would continue to exist in the future). Traffic volume data was collected in January and March 2019, while all local schools and Sonoma State University were in session. The existing traffic volumes are shown in Figure 4.4-3. The existing intersection level of service calculations is also provided in Appendix A of the TIA, included in Appendix E).

As shown in Table 4.4-2, under existing conditions, all but the following four existing study intersections are operating acceptably.

- Intersection #6: The all-way stop-controlled intersection at East Cotati Avenue/La Salle Avenue in Cotati is operating unacceptably at LOS E during both the a.m. and p.m. peak hours, exceeding Cotati's LOS D standard.
- Intersection #20: Old Redwood Highway/Railroad Avenue currently encounters LOS F operation on the stop-controlled eastbound Railroad Avenue approach during the p.m. peak hour, which is considered unacceptable per the County's criteria.
- Intersection #22: Petaluma Hill Road/Railroad Avenue intersection currently encounters LOS F operation on the stop-controlled eastbound Railroad Avenue approach during both peak hours, which is considered unacceptable per the County's criteria
- Intersection #23: Petaluma Hill Road-Main Street/Adobe Road intersection in Penngrove is currently operating at LOS F during the p.m. peak hour, which exceeds the County's LOS D criteria.

Table 4.4-2 Existing Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Rohnert Park Expwy/Snyder Ln	25.6	C	23.5	C
2. Gravenstein Hwy/US 101 S Ramps	21.0	C	24.1	C
3. Gravenstein Hwy/US 101 N Off-ramp	13.8	B	10.6	B
4. Gravenstein Hwy/Old Redwood Hwy	23.4	C	26.7	C
5. E Cotati Ave/Old Redwood Hwy	20.7	C	41.0	D
6. E Cotati Ave/La Salle Ave	<b>36.2</b>	<b>E</b>	<b>45.9</b>	<b>E</b>
7. E Cotati Ave/Camino Colegio	28.9	C	23.1	C
8. E Cotati Ave/Snyder Ln	25.4	C	20.8	C
9. E Cotati Ave/Bodway Pkwy	16.3	B	32.3	C
10. E Cotati Ave/Petaluma Hill Rd	32.2	C	14.5	B
12. Camino Colegio/Mitchell Dr (intersection 11 intentionally omitted)	8.1	A	7.8	A
13. Camino Colegio/Manchester Ave	3.2	A	2.8	A
<i>Northbound Approach</i>	13.2	B	10.5	B
<i>Southbound Approach</i>	10.7	B	9.7	A
14. Camino Colegio/Mainsail Dr	1.2	A	1.3	A
<i>Southbound Approach</i>	9.7	A	9.7	A
15. Camino Colegio/Bodway Pkwy	6.0	A	5.4	A
<i>Eastbound Approach</i>	10.4	B	10.1	B
16. Bodway Pkwy/Waterside Ln <sup>2</sup>	-	-	-	-
17. Bodway Pkwy/Wisdom Ln <sup>2</sup>	-	-	-	-
18. Bodway Pkwy/Valley House Dr	12.5	B	8.9	A
19. Petaluma Hill Rd/Valley House Dr	21.5	C	13.9	B
20. Old Redwood Hwy/Railroad Ave	3.8	A	7.2	A
<i>Eastbound Approach</i>	27.5	D	<b>69.8</b>	<b>F</b>
<i>Westbound Approach</i>	19.7	C	29.6	D

Table 4.4-2 Existing Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
21. Railroad Ave/Bodway Pkwy Extension <sup>1</sup>	-	-	-	-
22. Petaluma Hill Rd/Railroad Ave	19.0	C	4.1	A
<i>Eastbound Approach</i>	<b>569.3</b>	<b>F</b>	<b>172.5</b>	<b>F</b>
<i>Westbound Approach</i>	32.4	D	29.4	D
23. Petaluma Hill Rd-Main St/Adobe Rd	36.7	D	<b>107.6</b>	<b>F</b>
24. Old Redwood Hwy/N McDowell Blvd	44.8	D	35.0	D
2. Old Redwood Hwy/US 101 N Ramps	7.5	A	4.2	A

Source: W-Trans 2019, in Appendix E.

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; <sup>1</sup> future intersection to be created by project; <sup>2</sup> side street areas still under construction and not evaluated under existing conditions; **Bold text** = deficient operation

## Transit Facilities

### Sonoma County Transit

Sonoma County Transit (SCT) is the principal transit provider within eastern Rohnert Park, providing daily local and intercity service. The following five bus routes serve the project area, with stops on Camino Colegio at the intersection of Manchester Avenue.

- SCT local Route 10 generally operate on weekdays between 6:30 a.m. and 6:00 p.m. and on Saturday between 9:00 a.m. and 5:00 pm. This route provides access to Camino Colegio near the project site, major shopping centers throughout the City, downtown Cotati, Sonoma State University, and several Rohnert Park and Cotati neighborhoods.
- SCT Route 26 provides intercity service to Cotati and Rohnert Park, operating between Monday and Saturday with headways of approximately every 60 minutes between 6:30 a.m. and 5:30 p.m. The route provides service between the Cotati Hub, Sonoma State University, and SOMO Village.
- SCT Route 44 provides intercity service to Petaluma, Rohnert Park, and Santa Rosa. Route 44 operates daily with approximately 40- to 120-minute headways between 6:30 a.m. and 8:30 p.m. on weekdays, and approximately two- to four-hour headways between 7:00 a.m. and 8:00 p.m. on weekends.
- SCT Route 46 also provides intercity service between Santa Rosa, Sonoma State University, and the Cotati SMART Depot.
- SCT Route 52 provides intercity service between Sebastopol and Rohnert Park, and stops at the Cotati SMART Depot.

All SCT buses are wheelchair lift-equipped and can transport two wheelchair passengers at a time. SCT allows bikes on all its buses. Buses are equipped with a front-loading bike rack that accommodates either two or three bicycles. When the front-loading rack is full, bus drivers may allow up to two bikes inside the bus.

### ***Golden Gate Transit***

Golden Gate Transit (GGT) provides daily interregional service along the US 101 corridor between Santa Rosa and San Francisco. GGT Route 101 stops on Old Redwood Highway approximately one mile from the project area. The route operates with approximately one-hour headways in each direction seven days a week. All GGT buses are handicap accessible and equipped with a front-loading bike rack that accommodates either two or three bicycles.

### ***SMART Rail***

The Sonoma-Marin Area Rail Transit (SMART) commuter rail system currently operates between San Rafael and the Sonoma County Airport. SMART includes stations at the major population and job centers of the North Bay, including the Cotati station that is approximately one-half mile north of the project site. Commuter rail service is provided by 17 round-trip trains on weekdays and five round-trip trains on weekends. Typical headways during the weekday morning and evening commute periods are 30 minutes, with longer headways during midday, late evening, and weekend periods. An extension of the SMART rail service to Larkspur is expected to open in 2020, with plans underway to extend the line north to Windsor.

### ***Dial-a-Ride***

Dial-a-Ride, also known as paratransit or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. Sonoma County Paratransit is designed to serve the needs of individuals with disabilities within Sonoma County. Service days are Monday through Friday from 5:00 a.m. to 11:00 p.m., and Saturday and Sunday from 7:00 a.m. to 9:00 p.m.

### ***Bicycle Facilities***

The *Highway Design Manual*, Caltrans, 2017 and the City's General Plan Transportation Element, classifies bikeways into three categories:

- Class I Multi-Use Path – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- Class II Bike Lane – a striped and signed lane for one-way bike travel on a street or highway.
- Class III Bike Route – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

The SMART multi-use pathway runs along the east side of the SMART rail corridor through much of Rohnert Park, including along the proposed project's western boundary, with the southern end currently terminating at Valley House Drive, referred to as Valley House Drive on the project site plan. From Rohnert Park, the pathway is planned to extend south to Petaluma and north to Santa Rosa (and beyond).

Class II bike lanes exist along the length of Bodway Parkway including the project frontage. Bike lanes also exist along a portion of Camino Colegio to the north of the project area near East Cotati Avenue, and on the extended roadway network along East Cotati Avenue, Snyder Lane, and Petaluma Hill Road. A one-block long segment of Valley House Drive along the frontage of the Southeast Specific Plan area was recently marked with bike lanes.

The City's planned bicycle system is shown in the General Plan, and the Sonoma County Transportation Authority's (SCTA) 2014 Countywide Bicycle and Pedestrian Master Plan Update incorporates the City's planned facilities into the broader regional network. The City and SCTA bike plans are generally consistent in the area except for the manner in which a new Class I path is shown to connect Bodway Parkway to the SMART path. The City's bike plan depicts the connection along the southern developed portion of the project site, generally near where 5th Street is shown on the site plan, while the SCTA plan depicts the path extending westward from the Bodway Parkway/Valley House Drive-Valley House Drive intersection. The SCTA plan labels the path to be part of the "Laguna de Santa Rosa Trail Extension" and shows the path crossing the SMART tracks.

The existing and planned bicycle facilities near the proposed project site are shown on Figure 4.4-4.

### **Pedestrian Facilities**

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks provide access for pedestrians to and from existing neighborhoods to the north of the proposed project site, with additional sidewalks constructed as part of newly-constructed neighborhoods to the east. High-visibility crosswalks including yellow-green crossing signs with inset pedestrian-activated flashing lights are located on Bodway Parkway at the Camino Colegio and newly-constructed Waterside Lane intersections. The existing segment of the SMART path, a multi-use pedestrian-bicycle, facility that runs along the east side of the SMART rail corridor and western boundary of the project, and currently ends at Valley House Drive (SOMO Avenue) also provides pedestrian accessibility in the study area.

### ***Credo High School Safe Routes to School***

Credo High School is a public charter school within the existing SOMO Village development that has an attendance of 400 students as of Fall 2018. Credo High School recently participated in a Safe Routes to School Engineering Assessment of the existing pedestrian, bicyclist, and public transit facilities servicing the campus. The Credo High School - Safe Routes to School Engineering Evaluation report, W-Trans, 2019 includes recommendations for improvement of facilities in the vicinity. The recommendations listed below were based on observations from a Walking Audit conducted in 2017 by W-Trans as well as a community meeting with stakeholders. Several of these recommendations have already been implemented by the City through its capital improvement program.

### **Camino Colegio/Manchester Avenue Intersection**

- Consideration should be made for curb extensions at all four intersection corners.
- Installation of All-Way Stop Controls is recommended; if the control is implemented, a new crosswalk should also be installed on the west leg. (Complete)
- The northeast (westbound) bus stop should be relocated to the northwest corner of the intersection. (Complete)
- Along with the recommended curb extensions, widening of the Camino Colegio sidewalk on the northwest intersection corner near the relocated bus stop should be considered.

### **Camino Colegio Frontage**

- School zone signs should be installed in both directions along Camino Colegio between the intersections with Manchester Avenue and Bodway Parkway. (Complete)
- Planned Class II bicycle lanes along Camino Colegio should be given high priority for completion.

### **Regulatory Setting**

#### ***Federal Regulations***

There are no federal regulations applicable to the proposed project.

#### ***State Regulations***

#### **Senate Bill 743**

On September 27, 2013, Governor Brown signed State Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099).

Among other things, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of LOS in CEQA documents. Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Pursuant to SB743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT). OPR released two rounds of draft proposals for updating the CEQA Guidelines related to evaluating transportation impacts and, after further study and consideration of public comment, submitted a final set of revisions to the Natural Resources Agency in November 2017. This was followed by a rulemaking process that would implement the requirements of the legislation. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by January 1, 2020.

The City of Rohnert Park is in the process of updating the General Plan and has not yet adopted local VMT criteria, therefore, this section is based on the TIA (see Appendix E) that provides a delay based level of service analysis for the proposed project, per the currently adopted level of service criteria and standards.

#### ***Local Regulations***

#### **Metropolitan Transportation Commission/Association of Bay Area Governments**

The Association of Bay Area Governments (ABAG) partners with the Metropolitan Transportation Commission (MTC) to develop a long-term regional transportation plan for the San Francisco Bay Area. As part of this plan, Priority Development Areas (PDAs) are identified as areas with high-quality public transportation access that would benefit from additional, compact development. The project site is within a PDA and is thus required to develop a transportation demand management (TDM) plan in 2020 that describes topics including future bicycle and pedestrian networks and transit alternatives (MTC and ABAG 2019).

**City of Rohnert Plan General Plan Transportation Element 2020**

The City's General Plan Transportation Element (adopted 2000) includes policies, programs, and standards to maintain efficient circulation and identifies future circulation needs for a long range planning horizon based on the buildout of the General Plan. General Plan Policy TR-1 establishes LOS C as the minimum standard for all arterial and collector segments and intersections, except for those specified segments and intersections for which allowable LOS standards are otherwise established and those that are operating at LOS D or lower at the time an application for a development project or a specified plan is submitted if no feasible improvements exist to improve the LOS. For segments and intersections operating at LOS D or worse, the existing LOS may be permitted to the standard provided that the LOS not be permitted to deteriorate further due to the proposed development project or specific plan.

**TR-1** Establish LOS C as the minimum standard for all arterial and collector roadway segments ("segments") and intersections, except for (1) those specified segments and intersections for which allowable LOS standards are otherwise established below; and (2) segments and intersections that are operating at LOS D or lower at the time an application for a development project or a specified plan is submitted if no feasible improvements exist to improve the LOS. The then-existing LOS may be permitted to be the standard for those segments and intersections in category (2), provided that the LOS not be permitted to deteriorate further due to the proposed development project or specific plan.

**TR-2** Require mitigation measures, as needed, for new development that increases traffic such that LOS levels fall below the established minimum standard. Ensure that mitigation measures are coordinated with roadway improvements programmed for funding through transportation-related impact fees.

**TR-21A** Work with Sonoma County, the City of Santa Rosa, the City of Cotati, and the City of Petaluma ("Contributing Jurisdictions") and the Sonoma County Transportation Authority (SCTA) to plan and implement selected improvements necessary to mitigate impacts of increased traffic congestion on major roads and intersections in Penngrove ("Regional Mitigation Plan"). The Regional Mitigation Plan shall include those roadway and other improvements necessary to mitigate the impacts of increased traffic congestion on major roads and intersections in Penngrove ("Regional Mitigation Projects"), and a financing plan that explains how those improvements will be funded and that determines each Contributing Jurisdiction's fair share. The City shall contribute its fair share of the total cost of the Regional Mitigation Plan provided that the City's participation is roughly proportional to the traffic impacts from new development in Rohnert Park.

The City's payment or other contribution of its fair share shall be provided when all of the following occur: (1) A Regional Mitigation Project is approved by the Sonoma County Board of Supervisors, and each of the Contributing Jurisdictions; (2) a financing plan for the Regional Mitigation Project has been approved by the Sonoma County Board of Supervisors, and each of the Contributing Jurisdictions; (3) new development that contributes to the traffic impacts to be mitigated by the project receives final approval by the City; and (4) each of the Contributing Jurisdictions has appropriated its fair share to the Regional Mitigation Project. In the event that other jurisdictions do not contribute their fair share to the Regional Mitigation Project, and funding for their fair share is provided by some other means to ensure implementation of the Regional Mitigation Project, the City will contribute and be limited to its fair share.

- TR-21B** Work with the City of Cotati and Sonoma State University to determine feasible measures to mitigate impacts of increased traffic on East Cotati Avenue (within the City of Cotati, beginning with the La Plaza intersection) associated with the proposed growth assumed in the 2000 General Plan. These measures shall be based on detailed (intersection-level) traffic studies that will be prepared with each specific plan. The Canon Manor Specific Plan, University Specific Plan, and Southeast Specific Plan shall include a detailed analysis of intersections within and outside of the city that are projected to be impacted by the specific plan project area; an analysis of the traffic impacts of the specific plan project area on East Cotati Avenue; a cumulative impact analysis; and feasible mitigation measures for lessening the potential traffic impacts.
- Contribute the City's fair share to the feasible mitigation measures identified in each Specific Plan (Canon Manor Specific Plan, University Specific Plan, and the Southeast Specific Plan); provided that (1) the City's fair share is roughly proportional to the traffic impacts of development beyond the 1999 incorporated limits of the City of Rohnert Park; and (2) other jurisdictions that approve development that impacts traffic congestion at the impacted intersections on East Cotati Avenue contribute their fair share. In the event that the City of Cotati and/or SSU approve development that impacts East Cotati Avenue traffic congestion but do not contribute their fair share to fund the feasible mitigation measures, the City and City of Cotati will evaluate alternative feasible mitigation measures that can be implemented. The City's financial commitment is also contingent upon legal authority to collect payments through specific plans, development agreements, assessment districts, and/or ordinances to raise funds for needed improvements on East Cotati Avenue.
- HS-24** Require adequate access for emergency vehicles, including adequate street width and vertical clearance, on new streets.
- LU-14** Ensure that land uses are dispersed in accordance with the provisions of the Sonoma Mountain Village Planned Development Zoning District:
- Encourage infill and redevelopment growth strategies within new neighborhoods.
  - Ensure that zoning provisions will reserve ample space for commercial, industrial, and/or other business-related uses, and require development to enhance economic activity with the Sonoma Mountain Village area through support of business development programs, support of business incubator programs, and mixed-use development.
  - Include a framework of transit, pedestrian, and bicycle systems, both within the Sonoma Mountain Village area and connecting to the surrounding community, that provide alternatives to the automobile.
  - Develop neighborhoods that are compact, pedestrian-oriented and contain mixed-use.
  - Offer a range of housing types and price levels to accommodate diverse ages and incomes.
  - Provide appropriate building densities and land uses within walking distance of transit stops.
  - Provide public, institutional, and commercial activities in neighborhoods rather than isolating them in remote single-use complexes.
  - Distribute a range of open space including parks, squares, and playgrounds within the neighborhood.
  - Require that buildings and landscaping contribute to the physical definition of thoroughfares as civic places.

### **Sonoma County Transportation Authority Bicycle and Pedestrian Master Plan Update 2014**

Sonoma Countywide Bicycle and Pedestrian Master Plan was developed under the guidance of SCTA to establish a planning process that assists in prioritizing bicycle and pedestrian improvements, implementing associated projects and programs and supporting countywide bicycle and pedestrian coordination. This plan was updated in 2014 and includes the Class I Bike and Pedestrian Path of Laguna de Santa Road Trail Extension from NWP Railroad to Bodway Parkway as a high priority project.

## **Impacts Analysis**

### ***Methods of Analysis***

Construction of the relocated water tank would generate short-term and temporary worker and truck traffic, which would cease once the construction is completed. Since the trips generated during the construction phase would be less than the trip generation of the project, it is anticipated that there would be no additional impacts when compared to the project impacts. Operations associated with the relocated water tank would be limited to maintenance checks (1-2 trucks per week). As such, the analysis provided in the section pertains to operation traffic that would be generated by the project site.

For the purposes of the traffic analysis of the project site, the SOMO portion of the project has been separated into two phases, with Phase 1 representing the areas north of Valley House Drive and Phase 2 representing the areas to the south. Phase 1 includes 288 single-family homes, 507 apartment units, 85 townhomes, 56 accessory dwelling units (ADUs), and all of the project's non-residential uses. Phase 2 consists of 186 single-family homes, 330 apartments, and 298 townhomes. Completion of both phases is referred to as Project Buildout in the traffic analysis. The project site plan is shown in Figure 4.4-5. For the purposes of the traffic analysis of the project site, it was determined a new trip generation and trip distribution would be prepared, as described below.

### **Trip Generation**

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017. Published rates for the following land uses were applied in developing trip generation rates:

- Fire Station (ITE LU #170)
- Single Family Detached Housing (ITE LU #210)
- Multifamily Housing (Low-Rise) (ITE LU #220)
- Multifamily Housing (Mid-Rise) (ITE LU #221)
- Public Park (ITE LU#411)
- Health/Fitness Club (ITE LU #492)
- Day Care Center (ITE LU #565)
- Shopping Center (ITE LU #820)
- Supermarket (ITE LU #850)
- Quality Restaurant (ITE LU#931)

It should be noted that the trip generation for the fire station is based on ITE's "Utility" land use category with a 6,500 square foot size based on the applicant's estimate. Additionally, because daily rates are not available for the Health/Fitness Club land use, a custom daily rate was developed by multiplying the p.m. peak hour trip rate for this use by an equivalent factor of p.m.-to-daily trips from the related ITE Recreational Community Center land use. Based on information contained in the project description and site plan, the proposed townhome and accessory dwelling units (ADU) residential uses are determined to be best characterized by the Low-Rise category while the apartment and mixed-use residential units are best characterized by the Mid-Rise category. The remaining residential units would be single-family detached homes and cottages and are included in the Single Family Detached Housing category.

The trip generation potential for the proposed project is provided in Table 4.4-3. At buildout, the project is expected to generate an average of 14,323 trips per day, including 920 trips during the a.m. peak hour and 1,288 during the p.m. peak hour. Phase 1 (north of Valley House Drive), is projected to generate 9,625 daily trips including 577 during the a.m. peak hour and 912 during the p.m. peak hour. The Phase 2 (south of Valley House Drive) is projected to generate 4,698 daily trips including 343 during the a.m. peak hour and 376 during the p.m. peak hour.

#### Adjustments for Non-Auto Modes and Pass-by Trips

Internal trips occur at mixed-use developments, and in the case of the project would consist of residents and employees patronizing the project's retail and restaurant uses, and residents who also work within the development. Such trips are typically made by walking or biking rather than driving. The number of internal and external trips was calculated based upon data from the publication *NCHRP Report 684: Enhancing Internal Capture Estimation for Mixed-Use Developments*, Transportation Research Board (TRB), 2011; the methodologies have since been incorporated into the ITE *Trip Generation Manual*. The methodology uses the standard ITE trip generation estimates for each land use, determines the potential for internally captured trips onsite, and produces an estimate of the adjusted number of external vehicle trips. The methodology also considers mode share, which was conservatively assumed to include three percent of trips made by bus and rail. For the project, the methodology estimates that approximately 16% of a.m. peak hour trips and 22% of p.m. peak hour trips would be internally captured. Additional adjustments for internally-captured trips were made for the proposed health club and day care center, neither of which are included in the National Cooperative Highway Research Program (NCHRP) methodology. Internal capture factors of 25% and 50% were applied to the health club and day care trips, respectively.

Some portion of traffic associated with retail uses is typically drawn from existing traffic on nearby streets. These vehicle trips are not considered "new," but are instead comprised of drivers who are already driving on the street system and choose to make an interim stop and are referred to as "pass-by." The percentage of these pass-by trips was developed based on information provided in the *Trip Generation Manual*. This reference includes pass-by data collected at numerous locations for many land uses, including an applied average of 25% for retail uses and 35% for supermarket uses. These pass-by trips would be captured from streets internal to the project site.

**Table 4.4-3 Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
PHASE 1											
Single Family Homes	288 du	9.44	2,719	0.74	213	53	160	0.99	285	180	105

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Multifamily Housing (Low-Rise)	85 du	7.32	1,032	0.46	65	15	50	0.56	79	50	29
Multifamily Housing (Mid-Rise)	507 du	5.44	2,758	0.36	183	47	136	0.44	223	136	87
Shopping Center	78.0 ksf	37.75	2,945	0.94	73	45	28	3.81	297	143	154
-25% pass-by			-736		-18	-11	-7		-74	-36	-38
Supermarket	5.0 ksf	106.78	534	3.82	19	11	8	9.24	46	24	22
-35% pass-by			-187		-7	-4	-3		-16	-8	-8
Restaurant	20.0 ksf	83.84	1,677	0.73	15	11	4	7.80	156	105	51
Health Club	10.0 ksf	43.15	432	1.31	13	7	6	3.45	35	20	15
Day Care Center	10.0 ksf	47.62	476	11.00	110	58	52	11.12	111	52	59
Fire Station	6.5 ksf	13.24	86	2.31	15	12	3	2.27	15	3	12
Public Park	9.81 ac	0.78	8	0.02	0	0	0	0.11	1	1	0
SUB-TOTAL			11,744		681	244	437		1,158	670	488
Internal Capture Trips			-2,119 <sup>1</sup>		-104	-43	-61		-246	-130	-116
PHASE 1 TRIPS			9,625		577	201	376		912	540	372
<b>PHASE 2</b>											
Single Family Homes	186 du	9.44	1,756	0.74	138	34	104	0.99	184	116	68
Multifamily Housing (Low-Rise)	298 du	7.32	2,181	0.46	137	32	105	0.56	167	105	62
Multifamily Housing (Mid-Rise)	330 du	5.44	1,795	0.36	119	31	88	0.44	145	89	56
SUB-TOTAL			5,732		394	97	297		496	310	186
Internal Capture Trips			-1,034 <sup>1</sup>		-51	-21	-30		-120	-63	-57
PHASE 2 TRIPS			4,698		343	76	267		376	247	129
<b>PROJECT BUILDOUT TRIPS (PHASES 1 &amp; 2)</b>			<b>14,323</b>		<b>920</b>	<b>277</b>	<b>643</b>		<b>1,288</b>	<b>787</b>	<b>501</b>

Source: W-Trans 2019, Appendix E.

Notes: ksf=1,000 square feet; du = Dwelling Unit;

<sup>1</sup> Daily internal trips estimated using the averages percentage of a.m. and p.m. peak hour internal trips

#### Trip Generation Comparison to Sonoma Mountain Village EIR (2010 EIR)

The proposed project would maintain the current uses that exist on the site. The effective trip generation associated with these uses was determined based on 72-hour and peak hour traffic counts obtained at the site's existing two access points, located at the Camino Colegio/Manchester Avenue and Bodway Parkway/ Valley House Drive intersections. Additionally, the site has 126,971 square feet of space that is currently vacant but that could be re-occupied by office or light industrial type uses at any time. The sum of existing trips generated at the site, trips

associated with vacant space that could be reoccupied, and trips associated with buildout of the proposed project reflects the site's total potential trip generation and is summarized in Table 4.4-4.

**Table 4.4-4 Total Site Trip Generation Including Existing and Vacancy-Adjustment Trips**

Use	Daily	AM Peak Hour			PM Peak Hour		
	Trips	Trips	In	Out	Trips	In	Out
Existing Trips <sup>1</sup>	2,016	469	312	157	234	58	177
Vacancy Adjustment Trips <sup>2</sup>	1,235	147	126	21	146	23	123
Net New SOMO Village Trips	14,323	920	277	643	1,288	787	501
<b>TOTAL SITE TRIPS</b>	<b>17,574</b>	<b>1,536</b>	<b>715</b>	<b>821</b>	<b>1,668</b>	<b>868</b>	<b>801</b>

**Source:** W-Trans 2019, Appendix E

**Notes:** <sup>1</sup> Based on driveway counts obtained in January and March 2019; <sup>2</sup> trips associated with 126,791 square feet of currently-vacant space estimated using ITE "General Office" (LU #710) trip generation rates.

The prior project evaluated in the 2010 EIR included many of the same land uses as those currently proposed for the project, although the quantities of various land uses have changed and several previously planned uses including office, hotel, and movie theater are no longer proposed. Table 3.13-10 in the 2010 EIR (p. 3.13-32 and 3.13-33) summarizes the project trip generation that was used in the DEIR traffic analysis. The DEIR projected a total of 20,316 daily trips including 1,266 during the a.m. peak hour and 2,018 during the p.m. peak hour. These projections exceed the anticipated trip generation resulting from buildout of the project as currently proposed daily and during the p.m. peak hour, but are less than what buildout of the site is now anticipated to generate during the a.m. peak hour. The total buildout of the project site is anticipated to result in a higher a.m. peak hour trip generation than assumed in the 2010 EIR. Buildout of the project is projected to result in 270 more a.m. peak hour trips than were analyzed in the 2010 EIR, but 2,742 fewer daily trips and 350 fewer p.m. peak hour trips.

The comparison between the 2010 EIR applied trip generation and that associated with buildout of the proposed project is shown in Table 4.4-5.

**Table 4.4-5 Total Site Trip Generation Comparison to 2010 EIR**

Use	Daily	AM Peak Hour			PM Peak Hour		
	Trips	Trips	In	Out	Trips	In	Out
Sonoma Mountain Village DEIR (prior project)	20,316	1,266	625	641	2,018	1,007	1,011
Proposed Project Total Site Trips <sup>1</sup>	17,574	1,536	715	821	1,668	868	801
<b>Net Difference</b>	<b>-2,742</b>	<b>270</b>	<b>90</b>	<b>180</b>	<b>- 350</b>	<b>- 139</b>	<b>- 210</b>

**Source:** W-Trans 2019, Appendix E

**Note:**

<sup>1</sup> Includes trips associated with the proposed project in addition to existing and vacancy-adjustment trips associated with existing development on the site.

### Trip Distribution

The pattern used to allocate new project trips to the street network was based on select zone plots of project-generated traffic as extracted from the Sonoma County travel demand model, refined in consideration of local traffic

patterns and the street configuration shown on the proposed site plan as well as typical peak hour travel times projected by online mapping tools. The applied distribution assumptions are shown for residential and non-residential uses in Table 4.4-6.

**Table 4.4-6. Trip Distribution Assumptions**

Route	Residential Uses	Nonresidential Uses
US 101 N – via Gravenstein Hwy Interchange (Cotati)	20%	2%
US 101 S – via Old Redwood Hwy Interchange (Petaluma)	13%	0%
Petaluma Hill Rd – north of E Cotati Ave	11%	4%
Adobe Rd	11%	3%
Rohnert Park Expwy – west of Snyder Ln	7%	16%
Snyder Ln – north of Rohnert Park Expwy	6%	6%
Snyder Ln - E Cotati Ave to Snyder Ln including Southwest Blvd	5%	16%
Sonoma State University	5%	13%
Gravenstein Hwy – west of US 101	4%	1%
E Cotati Ave – La Salle Ave to Camino Colegio including B and L Sections	4%	14%
W Sierra Ave – west of Old Redwood Hwy	3%	5%
M Section Neighborhood – between E Cotati Ave and Camino Colegio	3%	12%
Railroad Ave – west of Old Redwood Hwy	3%	3%
McDowell Blvd – south of Old Redwood Hwy	2%	0%
Petaluma Blvd – west of US 101	2%	0%
Camino Colegio – north of E Cotati Ave	1%	5%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

**Source:** W-Trans 2019, Appendix E

## Traffic Scenarios

The traffic analysis evaluates two scenarios, Existing plus Project and Future plus Project. An overview of the scenarios is provided below including the effects with the Bodway Parkway extension. Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute.

### *Existing plus Project Scenario*

Project traffic volumes under Existing plus Project conditions are shown on Figures 4.4-6, Figure 4.4-7 and 4.4- 8. Figure 4.4-6 shows the Phase 1 project traffic volumes without the Bodway Parkway extension, and Figure 4.4-7 shows the Phase 1 project traffic volumes with the Bodway Parkway extension. Figure 4.4-8 shows the project buildout volumes (including the Bodway Parkway Extension).

Project traffic volumes shown in Figures 4.4-7 and 4.4-8 were added to existing traffic volumes (Figure 4.4-4). Figure 4.4-9 shows the Existing plus Project Phase I traffic volumes with Bodway Extension and Figure 4.4-10 shows the Existing plus Project Buildout traffic volumes with Bodway Extension.

As shown in Table 4.4-7, under Existing plus Project conditions, with either buildout of the project or completion of only Phase 1, six of the 24 study intersections are projected to operate below adopted LOS standards and experience a significant impact due to addition of project-generated traffic.

Those intersections are:

- **Intersection #5:** E Cotati Avenue/Old Redwood Highway would operate at LOS E during the p.m. peak hour under Existing plus Phase 1 and Existing plus Project Buildout conditions;
- **Intersection #6:** East Cotati Avenue/La Salle Avenue would operate at LOS F during both the a.m. and p.m. peak hours, under Existing plus Phase 1 and Existing plus Project Buildout conditions;
- **Intersection #7:** East Cotati Avenue/Camino Colegio would operate at LOS D and C during the a.m. and p.m. peak hours under Existing plus Phase 1 conditions and at LOS E and D during the a.m. and p.m. peak hours under Existing plus Project Buildout conditions;
- **Intersection #20:** Old Redwood Highway/Railroad Avenue would operate at LOS F on the stop-controlled eastbound Railroad Avenue approach during the p.m. peak hour under Existing plus Phase 1 and Existing plus Project Buildout conditions;
- **Intersection #22:** Petaluma Hill Road/Railroad Avenue intersection would operate at LOS F on the stop-controlled eastbound Railroad Avenue approach during both peak hours, which is considered unacceptable per the County's criteria;
- **Intersection #23:** Petaluma Hill Road-Main Street/Adobe Road intersection would operate at LOS D and F during the a.m. and p.m. peak hour under Existing plus Phase 1 conditions and at LOS E and F during the a.m. and p.m. peak hours under Existing plus Project Buildout conditions.

Table 4.4-7. Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection Approach	Existing Conditions				Existing plus Phase 1				Existing plus Project Buildout			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Rohnert Park Expwy/Snyder Ln	25.6	C	23.5	C	25.7	C	24.7	C	25.8	C	25.2	C
2. Gravenstein Hwy/US 101 S Ramps	21.0	C	24.1	C	21.1	C	24.7	C	21.1	C	25.2	C
3. Gravenstein Hwy/US 101 N Off-ramp	13.8	B	10.6	B	13.8	B	10.3	B	13.7	B	10.1	B
4. Gravenstein Hwy/Old Redwood Hwy	23.4	C	26.7	C	24.9	C	27.7	C	26.5	C	28.4	C
5. E Cotati Ave/Old Redwood Hwy	20.7	C	41.0	D	25.2	C	60.4	E	31.6	C	77.8	E
Mitigated: modify WB striping/phasing	-	-	-	-	18.6	B	34.2	C	19.7	B	45.0	D
6. E Cotati Ave/La Salle Ave	36.2	E	45.9	E	52.8	F	69.9	F	67.9	F	87.5	F
Mitigated: signalize	-	-	-	-	6.2	A	6.7	A	6.2	A	6.8	A
7. E Cotati Ave/Camino Colegio	28.9	C	23.1	C	47.1	D	31.6	C	73.1	E	39.5	D
Mitigated: modify signal phasing	-	-	-	-	28.1	C	26.3	C	34.9	C	30.3	C
8. E Cotati Ave/Snyder Ln	25.4	C	20.8	C	26.7	C	21.9	C	27.9	C	22.5	C
9. E Cotati Ave/Bodway Pkwy	16.3	B	32.3	C	17.8	B	34.2	C	18.0	B	35.0	C
10. E Cotati Ave/Petaluma Hill Rd	32.2	C	14.5	B	35.9	D	15.5	B	36.7	D	16.6	B
12. Camino Colegio/Mitchell Dr (intersection 11 intentionally omitted)	8.1	A	7.8	A	11.8	B	12.7	B	16.3	C	16.8	C
13. Camino Colegio/Manchester Ave	3.2	A	2.8	A	4.2	A	4.0	A	4.2	A	4.0	A
Northbound Approach	13.2	B	10.5	B	15.8	C	14.0	B	16.3	C	14.4	B
Southbound Approach	10.7	B	9.7	A	11.8	B	11.8	B	12.2	B	12.2	B
14 Camino Colegio/Mainsail Dr	1.2	A	1.3	A	2.1	A	2.0	A	2.5	A	2.1	A
Northbound Approach	-	-	-	-	10.1	B	9.9	A	11.0	B	10.7	B
Southbound Approach	9.7	A	9.7	A	10.7	B	11.1	B	10.7	B	11.1	B

Study Intersection Approach	Existing Conditions				Existing plus Phase 1				Existing plus Project Buildout			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
15 Camino Colegio/Bodway Pkwy <i>Eastbound Approach</i>	6.0 10.4	A B	5.4 10.1	A B	6.4 11.3	B B	6.2 14.6	A B	6.2 11.4	B B	6.1 15.4	A C
16. Bodway Pkwy/Waterside Ln <i>Eastbound Approach</i>	- -	- -	- -	- -	0.2 10.4	A B	0.1 9.1	A A	0.2 10.5	A B	0.1 9.2	A A
17. Bodway Pkwy/Wisdom Ln <i>Eastbound Approach</i>	- -	- -	- -	- -	0.6 10.9	A B	0.8 10.4	A B	0.5 11.1	A B	0.7 10.7	A B
18. Bodway Pkwy/Valley House Dr-SOMO Ave <sup>1</sup>	12.5	B	8.9	A	7.7	A	6.5	A	8.1	A	7.0	A
19. Petaluma Hill Rd/Valley House Dr	21.5	C	13.9	B	27.4	C	18.9	B	25.9	C	18.1	B
20. Old Redwood Hwy/Railroad Ave <i>Eastbound Approach</i> <i>Westbound Approach</i> Mitigated: add eastbound left-turn and westbound right-turn pockets <i>Eastbound Approach</i> <i>Westbound Approach</i>	3.8 27.5 19.7 - - -	A D C - - -	7.2 69.8 29.6 - - -	A F D - - -	4.5 29.5 21.9 3.8 23.7 20.5	A D C A C C	11.4 103.1 35.4 6.6 51.8 31.7	B F E A F <sup>2</sup> D	4.9 30.7 23.4 4.2 24.2 21.8	A D C A C C	14.1 123.3 38.2 7.3 54.1 34.2	B F E A F <sup>2</sup> D
21. Railroad Ave/Bodway Pkwy Extension <i>Southbound Approach</i>	- -	- -	- -	- -	3 -	- -	3 -	- -	3.8 10.0	A B	2.7 9.9	A A
22. Petaluma Hill Rd/Railroad Ave <i>Eastbound Approach</i> <i>Westbound Approach</i> Mitigated: signalize, add EB RT lane	19.0 569.3 32.4 -	C F D -	4.1 172.5 29.4 -	A F D -	29.6 874.9 37.9 14.0	D F E <sup>4</sup> B	13.1 463.1 34.6 16.7	C F D B	58.2 931.6 49.8 17.5	F F F <sup>4</sup> B	14.8 383.3 39.7 19.3	C F E <sup>4</sup> B
23. Petaluma Hill Rd-Main St/Adobe Rd	36.7	D	107.6	F	49.4	D	130.6	F	59.6	E	155.0	F

Study Intersection Approach	Existing Conditions				Existing plus Phase 1				Existing plus Project Buildout			
	<i>AM Peak</i>		<i>PM Peak</i>		<i>AM Peak</i>		<i>PM Peak</i>		<i>AM Peak</i>		<i>PM Peak</i>	
	<i>Delay</i>	<i>LOS</i>	<i>Delay</i>	<i>LOS</i>	<i>Delay</i>	<i>LOS</i>	<i>Delay</i>	<i>LOS</i>	<i>Delay</i>	<i>LOS</i>	<i>Delay</i>	<i>LOS</i>
Mitigated: widen WB approach with RT lane and overlap signal phase	-	-	-	-	20.5	C	35.6	D	23.4	C	49.8	D
24. Old Redwood Hwy/N McDowell Blvd	44.8	D	35.0	D	45.4	D	38.7	D	45.0	D	38.6	D
25. Old Redwood Hwy/US 101 N Ramps	7.5	A	4.2	A	7.7	A	4.8	A	7.8	A	5.2	A

**Source:** W-Trans 2019, Appendix E

**Notes:** Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; WB=westbound; RT=right-turn; <sup>1</sup> analyzed as single-lane roundabout under plus project conditions; <sup>2</sup> mitigation reduces delay below levels existing before the addition of project traffic, offsetting project impacts; <sup>3</sup> intersection would not exist since Bodway extension is not included in this scenario; <sup>4</sup> approach volume <30 vehicles so LOS criteria do not apply; **Bold** text = deficient operation; Shaded cells reflect mitigated conditions

### ***Effects of Bodway Parkway Extension***

The City's planned future circulation network, as shown in the General Plan, includes an extension of Bodway Parkway southward from Valley House Drive to Railroad Avenue. This additional linkage in the regional roadway network will help to disperse traffic volumes by allowing direct project vehicular access to Railroad Avenue without needing to pass through the Petaluma Hill Road/Valley House Drive intersection. The Bodway Parkway extension would border the Phase 2 southern portion of the project and is shown to be completed in the tentative map and site plan upon buildout of the project site. Accordingly, scenarios evaluating full buildout of the project include the effects of the Bodway Parkway extension.

Targeted testing was used to assess the need to extend Bodway Parkway to Railroad Avenue even if only Phase 1 of the project is completed. It was determined that under Existing plus Project conditions with only Phase 1 completed, the Bodway Parkway extension is not required to maintain acceptable operation at the critical Petaluma Hill Road/Valley House Drive intersection. The Existing plus Project Phase 1 analysis scenarios therefore assume no extension of Bodway Parkway.

The estimated timeline by which the Bodway Parkway extension should be completed is approximately 10 to 15 years (by 2030 to 2035), or upon development of the southern portion of the project site, whichever occurs first.

### **Future Conditions**

#### ***Future No Project Conditions***

Future traffic volumes for conditions without the project were based on data contained in the SCTA Sonoma County Travel Model\10 travel demand model. The model's year 2040 projections include traffic growth from future development occurring throughout the region. The model includes a "financially constrained" set of future transportation improvements, meaning only transportation projects with identified funding sources are assumed to be constructed. Within the traffic analysis's study area, no new roadways or roadway extensions are included in the model.

The SCTA year 2040 model contains buildout land use assumptions for the project site that are consistent with the prior Sonoma Mountain Village development plan. To update these projections to reflect the current plan's land use and jobs/housing characteristics, a new custom run of the SCTA model was prepared, replacing the prior Sonoma Mountain Village projections with those for the proposed project.

The Future (No Project) scenario excludes the proposed new development associated with the proposed project. It does include, however, the existing development and current traffic generated at the project site. It also includes the potential traffic associated with existing space that is currently vacant but could be re-occupied. The 126,971 square feet of currently-vacant space could be occupied at any time by office and light industrial-type uses that have already been approved and would be housed in buildings that already exist on the site and would not be directly associated with the proposed new development contemplated as part of the proposed project.

All future traffic volume projections were also adjusted as necessary to reflect the anticipated circulation patterns of future development in the Southeast Area Plan, located just to the east of the project site. Future traffic volumes were adjusted to reflect a minimum growth of 0.5% per year, which translates to a minimum growth factor of 1.11% when compounded to the year 2040, on any turning movements where the SCTA model's projections resulted in growth that was less than that amount.

Under Future (No Project) conditions, the following ten study intersections are projected to operate at unacceptable levels per the criteria applied by each location's controlling jurisdiction, if the current intersection configurations remain unchanged. Future volumes are shown in Figure 4.4-11 (Figure 5 in the TIA) and the operational results are summarized in Table 4.4-8.

- **Intersection #5:** East Cotati Avenue/Old Redwood Highway intersection is projected to operate at LOS F during the p.m. peak hour, exceeding Cotati's LOS D standard.
- **Intersection #6:** East Cotati Avenue/La Salle Avenue is projected to operate at LOS F during both the a.m. and p.m. peak hours, exceeding Cotati's LOS D standard.
- **Intersection #7:** East Cotati Avenue/Camino Colegio is projected to operate at LOS D during both peak hours, exceeding Rohnert Park's LOS C standard.
- **Intersection #8:** East Cotati Avenue/Snyder Lane is projected to operate at LOS D during the a.m. peak hour, exceeding Rohnert Park's LOS C standard.
- **Intersection #9:** East Cotati Avenue/Bodway Parkway is projected to operate at LOS D during the p.m. peak hour, exceeding Rohnert Park's LOS C standard.
- **Intersection #10:** East Cotati Avenue/Petaluma Hill Road is projected to operate at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour, both of which exceed the County of Sonoma's LOS D criteria.
- **Intersection #18:** Petaluma Hill Road/Valley House Drive is projected to operate at LOS E during the p.m. peak hour, exceeding the County of Sonoma's LOS D standard.
- **Intersection #19:** Old Redwood Highway/Railroad Avenue is projected to operate at LOS E on the eastbound approach during the a.m. peak hour and LOS F on the eastbound and westbound approaches during the p.m. peak hour, which exceeds the County of Sonoma's LOS D standard.
- **Intersection #21:** Petaluma Hill Road/Railroad Avenue is projected to operate at LOS F overall and on both the eastbound and westbound approaches during the a.m. and p.m. peak hours, exceeding the County of Sonoma's LOS D standard.
- **Intersection #22:** Petaluma Hill Road-Main Street/Adobe Road in Penngrove is projected to operate at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour, which exceeds the County's LOS D criteria.

**Table 4-4-8. Future Peak Hour Intersection Levels of Service**

Study Intersection Approach	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Rohnert Park Expwy/Snyder Ln	30.9	C	28.1	C
2. Gravenstein Hwy/US 101 S Ramps	21.8	C	29.7	C
3. Gravenstein Hwy/US 101 N Off-ramp	16.4	B	11.9	B
4. Gravenstein Hwy/Old Redwood Hwy	37.6	D	46.1	D
5. E Cotati Ave/Old Redwood Hwy	34.5	C	85.1	F
6. E Cotati Ave/La Salle Ave	88.6	F	119.1	F
7. E Cotati Ave/Camino Colegio	50.5	D	36.4	D
8. E Cotati Ave/Snyder Ln	46.1	D	33.9	C
9. E Cotati Ave/Bodway Pkwy	19.2	B	36.4	D

Study Intersection Approach	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
10. E Cotati Ave/Petaluma Hill Rd	<b>67.3</b>	<b>E</b>	<b>91.4</b>	<b>F</b>
12. Camino Colegio/Mitchell Dr (intersection 11 intentionally omitted)	8.9	A	8.7	A
13. Camino Colegio/Manchester Ave	4.5	A	4.9	A
<i>Northbound Approach</i>	18.9	C	12.6	B
<i>Southbound Approach</i>	15.3	C	11.0	B
14. Camino Colegio/Mainsail Dr	1.1	A	1.0	A
<i>Southbound Approach</i>	10.5	B	10.2	B
15. Camino Colegio/Bodway Pkwy	5.5	A	5.8	A
<i>Eastbound Approach</i>	11.4	B	12.9	B
16. Bodway Pkwy/Waterside Ln	0.9	A	0.7	A
<i>Westbound Approach</i>	9.5	A	10.4	B
17. Bodway Pkwy/Wisdom Ln	1.5	A	1.9	A
<i>Westbound Approach</i>	10.1	B	11.1	B
18. Bodway Pkwy/Valley House Dr	14.4	B	10.3	B
19. Petaluma Hill Rd/Valley House Dr	40.4	D	<b>78.1</b>	<b>E</b>
20. Old Redwood Hwy/Railroad Ave	5.9	A	17.1	C
<i>Eastbound Approach</i>	<b>45.8</b>	<b>E</b>	<b>182.8</b>	<b>F</b>
<i>Westbound Approach</i>	27.4	D	<b>53.1</b>	<b>F</b>
21. Railroad Ave/Bodway Pkwy Extension <sup>1</sup>	-	-	-	-
22. Petaluma Hill Rd/Railroad Ave	<b>119.6</b>	<b>F</b>	65.5	F
<i>Eastbound Approach</i>	<b>2792</b>	<b>F</b>	<b>2500</b>	<b>F</b>
<i>Westbound Approach</i>	56.1	F <sup>2</sup>	62.4	F <sup>2</sup>
23. Petaluma Hill Rd-Main St/Adobe Rd	<b>79.4</b>	<b>E</b>	<b>172.0</b>	<b>F</b>
24. Old Redwood Hwy/N McDowell Blvd	47.5	D	44.5	D
25. Old Redwood Hwy/US 101 N Ramps	9.9	A	8.5	A

**Source:** W-Trans 2019, Appendix E

**Notes:** Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; <sup>1</sup> future intersection to be created by project; <sup>2</sup> approach volume <30 vehicles so LOS criteria do not apply; **Bold** text = deficient operation

### ***Future Plus Project Scenario***

As shown in Table 4.4-9, under Future plus Project Phase 1 conditions, with either buildout of the project or completion of only Phase 1, the following 11 of the 24 study intersections are projected to operate below adopted LOS standards and experience a significant impact due to addition of project-generated traffic. Figure 4.4-12 shows the Future plus Project Phase 1 traffic volumes and Figure 4.4-13 shows the Future plus Project Buildout traffic volumes.

- **Intersection #5:** E Cotati Avenue/Old Redwood Highway would operate at LOS F during the p.m. peak hour under Future plus Phase 1 and Future plus Project Buildout conditions;
- **Intersection #6:** East Cotati Avenue/La Salle Avenue would operate at LOS F during both the a.m. and p.m. peak hours, under Future plus Phase 1 and Future plus Project Buildout conditions;
- **Intersection #7:** East Cotati Avenue/Camino Colegio would operate at LOS F and E during the a.m. and p.m. peak hours under Future plus Phase 1 conditions and at LOS F during both the a.m. and p.m. peak hours under Future plus Project Buildout conditions;
- **Intersection #8:** East Cotati Avenue/Snyder Lane would operate at LOS D during the a.m. and p.m. peak hours under Future plus Phase 1 conditions and at LOS E and D during the a.m. and p.m. peak hours under Future plus Project Buildout conditions;
- **Intersection #9:** East Cotati Avenue/Bodway Parkway would operate at LOS D during the p.m. peak hours under Future plus Phase 1 and Future plus Project Buildout conditions;
- **Intersection #10:** East Cotati Avenue/Petaluma Hill Road would operate at LOS E and F during the a.m. and p.m. peak hours under Future plus Phase 1 and Future plus Project Buildout conditions;
- **Intersection #13:** Camino Colegio/Manchester Avenue would operate at LOS D during the p.m. peak hour under Future plus Phase 1 conditions and would operate at LOS D during the a.m. and p.m. peak hours under Future plus Project Buildout conditions;
- **Intersection #19:** Petaluma Hill Road/Valley House Drive would operate at LOS E and F during the a.m. and p.m. peak hours under Future plus Phase 1 conditions and Future plus Project Buildout conditions;
- **Intersection #20:** Old Redwood Highway/Railroad Avenue would operate at LOS F on the stop-controlled eastbound Railroad Avenue approach during the a.m. and p.m. peak hours under Future plus Phase 1 and Future plus Project Buildout conditions. This intersection would operate at LOS F on the westbound Railroad Avenue approach during the p.m. peak hour under Future plus phase I conditions and LOS E and F during the a.m. and p.m. peak hours under Future plus Project Buildout conditions;
- **Intersection #22:** Petaluma Hill Road/Railroad Avenue intersection would operate at LOS F on the stop-controlled eastbound Railroad Avenue approach during both peak hours under Future plus Phase 1 and Future plus Project Buildout conditions;
- **Intersection #23:** Petaluma Hill Road-Main Street/Adobe Road intersection would operate at LOS F during the a.m. and p.m. peak hour under Future plus Phase 1 conditions and Future plus Project Buildout conditions.

Under Future plus Project conditions with only Phase 1, however, the project would be unable to mitigate operation at the Petaluma Hill Road/Valley House Drive intersection to “no project” levels (thereby reducing its impact to a less-than-significant level) without the Bodway Parkway extension. This is because the extension of Bodway Parkway to Railroad Avenue would reduce project-generated traffic passing through the Petaluma Hill Road/Valley House Drive intersection. Based on this assessment, the Bodway Parkway extension was deemed to be necessary under Future Conditions with the project both with Phase 1 and with buildout of the project and is included in both the Future plus Phase 1 and Future plus Project Buildout scenarios.

Table 4.4-9. Future and Future plus Project Peak Hour Intersection Levels of Service

Study Intersection Approach	Future Conditions				Future plus Phase 1				Future plus Project Buildout			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Rohnert Park Expwy/Snyder Ln	30.9	C	28.1	C	31.7	C	30.8	C	32.1	C	32.1	C
2. Gravenstein Hwy/US 101 S Ramps	21.8	C	29.7	C	22.0	C	29.3	C	22.1	C	30.2	C
3. Gravenstein Hwy/US 101 N Off-ramp	16.4	B	11.9	B	16.4	B	13.9	B	16.3	B	14.0	B
4. Gravenstein Hwy/Old Redwood Hwy	37.6	D	46.1	D	43.4	D	48.7	D	50.0	D	51.7	D
5. E Cotati Ave/Old Redwood Hwy	34.5	C	85.1	F	46.3	D	113.0	F	61.2	E	134.0	F
Mitigated: modify WB striping/phasing	-	-	-	-	26.8	C	76.7	E	30.1	C	83.1	F
Mitigated: implement modifications identified in Cotati General Plan					21.1	C	34.9	C	23.3	C	40.3	D
6. E Cotati Ave/La Salle Ave	88.6	F	119.1	F	114.1	F	153.8	F	135.3	F	178.3	F
Mitigated: signalize	-	-	-	-	6.6	A	9.7	A	6.7	A	10.1	B
7. E Cotati Ave/Camino Colegio	50.5	D	36.4	D	93.0	F	76.9	E	132.7	F	102.1	F
Mitigated: modify signal phasing	-	-	-	-	49.9	D	49.4	D	59.4	E	62.3	E
Mitigated: add EB right-turn lane					28.4	C	28.8	C	32.9	C	32.1	C
8. E Cotati Ave/Snyder Ln	46.1	D	33.9	C	53.5	D	45.6	D	58.2	E	48.9	D
Mitigated: add SB left-turn lane	-	-	-	-	32.2	C	32.3	C	34.3	C	34.2	C
9. E Cotati Ave/Bodway Pkwy	19.2	B	36.4	D	20.8	C	40.4	D	21.4	C	42.0	D
Mitigated: restripe NB to left, left- through, and right-turn lanes; add northbound right-turn overlap phase	-	-	-	-	26.0	C	34.1	C	25.9	C	34.9	C
10. E Cotati Ave/Petaluma Hill Rd	67.3	E	91.4	F	71.7	E	95.8	F	72.6	E	100.5	F
Mitigated: add EB RT lane with overlap phase; add SB RT overlap phase	-	-	-	-	50.3	D	43.7	D	50.6	D	46.0	D

Study Intersection Approach	Future Conditions				Future plus Phase 1				Future plus Project Buildout			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
12. Camino Colegio/Mitchell Dr (intersection 11 intentionally omitted)	8.9	A	8.7	A	13.8	B	14.0	B	18.3	C	18.5	C
13. Camino Colegio/Manchester Ave	4.5	A	4.9	A	5.6	A	8.5	A	6.7	A	8.9	A
Northbound Approach	18.9	C	12.6	B	23.0	C	25.5	D	29.6	D	27.7	D
Southbound Approach	15.3	C	11.0	B	15.9	C	13.6	B	18.0	C	14.1	B
Mitigated: All-Way Stops	-	-	-	-	10.8	B	11.5	B	18.4	C	18.2	C
14. Camino Colegio/Mainsail Dr	1.1	A	1.0	A	1.8	A	1.7	A	2.2	A	1.8	A
Northbound Approach	-	-	-	-	10.6	B	10.6	B	11.7	B	11.7	B
Southbound Approach	10.5	B	10.2	B	11.9	B	11.9	B	11.8	B	11.9	B
15. Camino Colegio/Bodway Pkwy	5.5	A	5.8	A	6.6	B	7.9	A	6.2	B	8.2	A
Eastbound Approach	11.4	B	12.9	B	13.6	B	20.7	C	13.5	B	22.6	C
16. Bodway Pkwy/Waterside Ln	0.9	A	0.7	A	1.0	A	0.7	A	0.9	A	0.7	A
Eastbound Approach	-	-	-	-	10.8	B	9.9	A	10.9	B	10.1	B
Westbound Approach	9.5	A	10.4	B	9.6	A	10.6	B	9.8	A	10.7	B
17. Bodway Pkwy/Wisdom Ln	1.5	A	1.9	A	1.9	A	2.2	A	1.8	A	2.1	A
Eastbound Approach	-	-	-	-	11.6	B	12.8	B	11.8	B	13.3	B
Westbound Approach	10.1	B	11.1	B	10.7	B	11.9	B	11.0	B	12.2	B
18. Bodway Pkwy/Valley House Dr-SOMO Ave <sup>1</sup>	14.4	B	10.3	B	8.7	A	7.1	A	9.2	A	8.1	A
19. Petaluma Hill Rd/Valley House Dr	40.4	D	78.1	E	55.2	E	104.8	F	62.2	E	116.3	F
Mitigated <sup>2</sup> : add SB and EB RT overlap phases; extend NB LT pocket to 460 ft and EB RT pocket to 400 ft	-	-	-	-	39.6	D	75.2	E	42.4	D	74.8	E

Study Intersection Approach		Future Conditions				Future plus Phase 1				Future plus Project Buildout			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
20.	Old Redwood Hwy/Railroad Ave	5.9	A	17.1	C	7.1	A	28.3	D	8.0	A	35.0	E
	<i>Eastbound Approach</i>	<b>45.8</b>	<b>E</b>	<b>182.8</b>	<b>F</b>	<b>52.3</b>	<b>F</b>	<b>276.9</b>	<b>F</b>	<b>57.2</b>	<b>F</b>	<b>327.9</b>	<b>F</b>
	<i>Westbound Approach</i>	27.4	D	<b>53.1</b>	<b>F</b>	31.8	D	<b>74.1</b>	<b>F</b>	<b>35.3</b>	<b>E</b>	<b>85.5</b>	<b>F</b>
	Mitigated: signalize	-	-	-	-	13.6	B	15.2	B	13.7	B	15.3	B
21.	Railroad Ave/Bodway Pkwy Extension	-	-	-	-	1.7	A	1.7	A	3.2	A	2.4	A
	<i>Southbound Approach</i>	-	-	-	-	9.8	A	9.6	A	10.4	B	10.2	B
22.	Petaluma Hill Rd/Railroad Ave	<b>119.6</b>	<b>F</b>	<b>65.5</b>	<b>F</b>	<b>176.8</b>	<b>F</b>	<b>123.3</b>	<b>F</b>	<b>279.9</b>	<b>F</b>	<b>203.0</b>	<b>F</b>
	<i>Eastbound Approach</i>	<b>2792</b>	<b>F</b>	<b>2500</b>	<b>F</b>	<b>3480</b>	<b>F</b>	<b>4012</b>	<b>F</b>	<b>4211</b>	<b>F</b>	<b>5484</b>	<b>F</b>
	<i>Westbound Approach</i>	56.1	F <sup>3</sup>	62.4	F <sup>3</sup>	72.2	F <sup>3</sup>	85.0	F <sup>3</sup>	100.0	F <sup>3</sup>	127.1	F <sup>3</sup>
	Mitigated: signalize, add EB RT pocket, extend NB LT to 150 ft	-	-	-	-	46.3	D	43.5	D	52.0	D	50.0	D
23.	Petaluma Hill Rd-Main St/Adobe Rd	<b>79.4</b>	<b>E</b>	<b>172.0</b>	<b>F</b>	<b>93.6</b>	<b>F</b>	<b>200.2</b>	<b>F</b>	<b>107.6</b>	<b>F</b>	<b>223.1</b>	<b>F</b>
	Mitigated <sup>2</sup> : widen WB approach to add RT lane with overlap signal phase	-	-	-	-	39.1	D	<b>105.8</b>	<b>F</b>	45.1	D	<b>123.7</b>	<b>F</b>
24.	Old Redwood Hwy/N McDowell Blvd	47.5	D	44.5	D	47.7	D	44.9	D	47.9	D	45.3	D
25.	Old Redwood Hwy/US 101 N Ramps	9.9	A	8.5	A	9.9	A	8.8	A	9.9	A	9.2	A

Source: W-Trans 2019, Appendix E

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; NB=Northbound, SB=Southbound, EB=Eastbound WB=westbound; RT=right-turn; LT=left-turn; <sup>1</sup> analyzed as single-lane roundabout under plus project conditions; <sup>2</sup> mitigation reduces delay below levels existing before the addition of project traffic, offsetting project impacts; <sup>3</sup> approach volume <30 vehicles so LOS criteria do not apply; **Bold** text = deficient operation; Shaded cells reflect mitigated conditions; Bodway Parkway extension from Valley House Drive to Railroad Avenue is included in both the Future plus Phase 1 and Future plus Project Buildout scenarios

### **Significance Criteria**

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the 2019 CEQA Guidelines, a significant impact related to traffic and circulation would occur if the project would:

1. Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
2. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment)?
4. Result in inadequate emergency access?

The study intersections are in the City of Rohnert Park, City of Cotati, County of Sonoma, and City of Petaluma. The following are the traffic operation standards that are applicable for intersections in each jurisdiction.

#### ***City of Rohnert Park***

The applied thresholds of significance for intersection impacts are based on those included in Policy TR-1 of the Rohnert Park 2020 General Plan, which stipulates that LOS C is the minimum acceptable standard. Policy TR-1 also indicates that intersections operating at LOS D or lower at the time a development application is submitted are allowable, so long as the development results in no further LOS reduction, and provided that no feasible improvements exist to improve the LOS.

#### ***City of Cotati***

According to the Cotati General Plan Policy C1 1.3, the minimum acceptable Level of Service (LOS) standard for intersections is LOS D. A significant traffic-related impact would occur if implementation of a project would cause an intersection to operate below the General Plan's standard of LOS D, or LOS E for intersections within the boundaries of the Downtown Specific Plan (this includes the intersection at East Cotati Avenue/Old Redwood Highway).

#### ***County of Sonoma***

The level of service standard for County intersection operations is to maintain a Level of Service D or better. A project would have a significant traffic impact if the project's traffic would cause an intersection currently operating at an acceptable level of service (LOS D or better) to operate at an unacceptable level (LOS E or worse). If the intersection currently operates or is projected to operate below the County standard, the project's impact is considered significant and cumulatively considerable if it causes the average delay to increase by five seconds or more.

The above criteria applies to all controlled intersections except for driveways and minor side streets that have less than 30 vehicle trips per hour per approach or exclusive left turn movement. At the study intersections, this provision only applies to the westbound approach at Petaluma Hill Road/Railroad Avenue; the remaining stop-controlled approaches have volumes exceeding 30.

### City of Petaluma

The Petaluma General Plan 2025 has an adopted Level of Service (LOS) standard for streets that indicates the minimum acceptable operation is LOS D. General Plan Policy 5-P-10 states “Maintain an intersection level of service (LOS) standard for motor vehicle circulation that ensures efficient traffic flow and supports multi-modal mobility goals. LOS should be maintained at Level D or better for motor vehicles due to traffic from any development project.”

### Overview of Impact Criteria/Standards of Significance

Potential transportation impacts for the prior project were analyzed in the 2010 EIR (Section 3.13). The 2010 EIR analysis used seven impact criteria that generally address the amended 2019 CEQA Guidelines Environmental Checklist topic XVII, Transportation (used in this analysis and provided above under Significance Criteria). A comparison of thresholds used in the 2010 EIR and the amended 2019 CEQA Guidelines is provided below in Table 4.4-1.

As shown in Table 4.4-10, it was determined that the effect on Impact Criterion #4 (Provide insufficient parking or capacity on-site or off-site) and #7 (Generate rail, waterborne or air traffic impacts) included in the 2010 EIR, were changed in the most recent amendment to the CEQA Guidelines Appendix G and no longer apply to the proposed project. Accordingly, these issues and thresholds are not analyzed further. Per the amended CEQA Guidelines Appendix G questions related to congestion management program and air traffic impacts have been removed. The impact criterion #5 (Establish hazards or barriers for pedestrians or bicyclists), #6 (Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)) has been included in Appendix G under item (a), as listed below in the table. Further, since the City has not adopted vehicle miles traveled (VMT) as a metric for transportation impact analysis and has until July 1, 2020, this criteria is not further evaluated.

**Table 4.4-10 SOMO Site Transportation**

2010 EIR Impact Criteria	2019 CEQA Guidelines Appendix G Questions	New Significant Increase in Severity?
<b>Impact Criterion #1:</b> Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). - LOS C is the minimum standard for intersections in Rohnert Park, with the exception of the Snyder Lane/East Cotati Avenue and Snyder Lane/Rohnert Park Expressway intersections, where LOS D is the minimum standard according to the General Plan.	<b>XVII. TRANSPORTATION.</b> Where available, the significance criteria established by the CEQA Appendix G may be relied upon to make the following determinations. Would the project:  a) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.	Yes. The traffic analysis in 2010 EIR utilized delay based level of service (LOS) analysis to determine significant traffic impacts. Based on proposed modifications to the previously approved project, the traffic study area was revised to include additional intersections and an appropriate future scenario. The project's traffic impacts have been analyzed based on General Plan LOS standards and other applicable policies for all the study area intersections.  In addition to roadway impacts, this threshold also addresses project's impacts to transit, bicycle and pedestrian facilities. All significant increases in impacts to transportation facilities and mitigation measures have been noted under this threshold in Section 4.4.

2010 EIR Impact Criteria	2019 CEQA Guidelines Appendix G Questions	New Significant Increase in Severity?
<b>Impact Criterion #2:</b> Generate hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses.	c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No. Mitigation Measure 3.13-15 per 2010 EIR would apply to the project.
<b>Impact Criterion #3:</b> Provide inadequate emergency access or access to nearby uses.	d) Result in inadequate emergency access?	No.
<b>Impact Criterion #4:</b> Provide insufficient parking or capacity on-site or off-site.	a	NA. This threshold has not been analyzed per revised CEQA guidelines. However, the project would comply with parking requirements for all proposed uses per City's Municipal Code.
<b>Impact Criterion #5:</b> Establish hazards or barriers for pedestrians or bicyclists.	b	No. This criteria has been evaluated under Threshold a) of 2019 CEQA guidelines. Project would incorporate pedestrian and bicycle facilities that would reduce hazards or barriers to and promote use of alternative modes of transportation.
<b>Impact Criterion #6:</b> Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)	b	No. This criteria has been evaluated under Threshold a) of 2019 CEQA guidelines. Project would incorporate pedestrian and bicycle facilities that would promote use of and not conflict with adopted policies that support alternative modes of transportation
<b>Impact Criterion #7:</b> Generate rail, waterborne or air traffic impacts.	a	NA. As shown in the 2010 EIR and per modified project, the project would not adversely impact rail facilities. The threshold regarding air impacts has been removed from the 2019 CEQA guidelines. The project would not impact waterborne traffic. Consistent with 2010 EIR, no significant impact are noted for this threshold.
-	b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	New threshold/(NA).

**Source:** Sonoma Mountain Village Draft (2009) and Final (2010) EIR, 2019 CEQA Guidelines.

<sup>a</sup> This criterion has been removed from the amended 2019 CEQA Guidelines and is not generally not required under CEQA.

<sup>b</sup> This criterion has been removed from the amended 2019 CEQA Guidelines and is now addressed under criterion "a".

## Significance Criteria

The significance criteria used to evaluate the project impacts to transportation are based on the 2019 Appendix G, Section XVII. Transportation, of the CEQA Guidelines. These topics are shown in Table 4.4.1-1 above, and discussed as follows.

## Impacts and Mitigation Measures

**Impact 4.4-1** *Would the project conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?*

### Existing Plus Project

As shown in Table 4.4-5, under Existing plus Project conditions with either buildout of the project or completion of only Phase 1, the proposed project would significantly impact six of the 24 study intersections. All of these intersections were identified as being impacted in the 2010 EIR, with the exception of Intersection #7.

- **East Cotati Avenue/Old Redwood Highway (#5).** This intersection is in the City of Cotati and the operation of this intersection is projected to decrease from LOS D to LOS E during the p.m. peak hour, which is below Cotati's LOS D threshold. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-4 and 3.13-10).
- **East Cotati Avenue/La Salle Avenue (#6).** This intersection is in the City of Cotati and is projected to decrease from an unacceptable LOS E to an unacceptable LOS F during both peak hours, which is below Cotati's LOS D threshold. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-5 and 3.13-11).
- **East Cotati Avenue/Camino Colegio (#7).** Under Existing plus Project conditions, this intersection is projected to drop from LOS C during both peak hours to unacceptable LOS E during the a.m. peak hour and LOS D during the p.m. peak hour, both of which are below Rohnert Park's LOS C threshold. With completion of only Phase 1 of the project, operation of this intersection would be better, although unacceptable LOS D conditions are still anticipated to occur during the a.m. peak hour.
- **Old Redwood Highway/Railroad Avenue (#20).** This intersection is in the County of Sonoma. Under Existing plus Project conditions with either buildout of the project or completion of only Phase 1, operation on the eastbound approach is projected to remain at LOS F during the p.m. peak hour, with increases in delay exceeding the County of Sonoma's five-second threshold for determining impact significance. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-3 and 3.13-9).
- **Petaluma Hill Road/Railroad Avenue (#22).** This intersection is in the County of Sonoma. Under Existing plus Project conditions with either buildout of the project or completion of only Phase 1, this intersection is projected to continue operating at LOS F on the eastbound approach during both peak hours, with increases in delay exceeding the County's five-second threshold for determining impact significance. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-1 and 3.13-6).
- **Petaluma Hill Road-Main Street/Adobe Road (#23).** This intersection is in the unincorporated community of Penngrove in the County of Sonoma. The LOS at this intersection is projected to drop from LOS D to LOS E during the a.m. peak hour. During the p.m. peak hour, the intersection is projected to remain at LOS F with either buildout of the project or completion of only Phase 1. During peak hours the increases in delay would exceed the County's five-second threshold for determining impact significance. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-2 and 3.13-7).

The project would result in **potentially significant** impacts to the intersections listed above.

**Transit, Bicycle and Pedestrian Facilities**

Transit Facilities: The project would be well-served by both bus and rail transit due to its location near existing bus and rail lines. There are three Sonoma County Transit bus stops near the project along Camino Colegio: two bus stops are located just east and west of the Camino Colegio/Manchester Avenue intersection along the south side and one bus stop is located at the northeast Camino Colegio/Manchester Avenue intersection.

- The project would include relocation of the bus stop at the northeast corner of Camino Colegio/Manchester Avenue to the northwest corner, including widening of the sidewalk and installation of transit shelters to Sonoma County Transit's specifications at the relocated stop.

The closest rail transit station is the Cotati SMART commuter rails station that is located approximately one-half mile north of the project site. The project would be expected to increase both bus and rail transit ridership and reduce auto reliance, both of which are considered beneficial aspects of the project.

Bicycle Facilities: The project includes an integrated network of onsite bicycle facilities that are anticipated to function well, making bicycling within the site a viable travel alternative.

- The project would restripe Camino Colegio along the project frontage to include Class II bike lanes between Mitchell Drive and Bodway Parkway, including widening of eastbound Camino Colegio to provide sufficient space for the new bike lane.
- The project would construct Class II bike lanes in each direction along Bodway Parkway as part of street extension from Valley House Drive to Railroad Avenue.

Pedestrian Facilities: The project's onsite pedestrian facilities include construction of new sidewalks along all project roads including Camino Colegio and Bodway Parkway. All sidewalks and pedestrian ramps bordering the project would be reconstructed and upgraded to full Americans with Disabilities Act (ADA) compliance. Additional connections to the SMART multiuse pathway in the northern and southern portions of the site, a new crosswalk on the west leg of the Camino Colegio/Manchester Avenue intersection, and a new crosswalk at the Bodway Parkway/Wisdom Lane intersection that incorporates high-visibility crossing treatments consistent with those installed at the adjacent Bodway Parkway/Waterside Lane intersection.

- The project would construct a Class 1 paved trail connecting Bodway Parkway and the SMART multi-use path and would extend the SMART path southward from Valley House Drive to Railroad Avenue, and install pedestrian scale lights on the SMART path between the Cotati SMART station and the pedestrian connection points within the project site.

Based on the analysis above, the project's impacts to transit, bicycle, and pedestrian facilities would be considered **less than significant**.

Figure 4.4.14 illustrates proposed mitigation measures and circulation improvements that the project would either implement or pay fair share towards to reduce its potential impacts to transit, bicycle, roadway and pedestrian facilities.

## Mitigation Measures

Of the six (6) study intersections projected to operate unacceptably under Existing plus Project conditions, two (2) are located in the City of Cotati and three (3) are located in the County. Traffic impacts at all five (5) of these intersections outside Rohnert Park were identified in the 2010 EIR. Only one (1) intersection that was not previously identified in the 2010 EIR would be impacted by the project.

Impacts at the study intersections outside of Rohnert Park's jurisdiction were deemed significant and unavoidable in the 2010 EIR because of uncertainties regarding the ability to implement improvements outside of the City's jurisdiction, as well as uncertainties regarding funding. Policies TR-21A and TR-21B in the City's General Plan call for Rohnert Park to work with adjacent jurisdictions to address regional traffic issues and contribute funding toward regional improvements. Since the time the 2010 EIR was certified, the City has entered into a Development Agreement with the project applicant that includes an exaction for "regional traffic impacts," which can be used to fund projects outside of the City's jurisdiction. A similar exaction is included the Development Agreement for the University District project and the Southeast Specific Plan project. In the case of the University District project, funds have been transferred through SCTA to the County of Sonoma for improvements to the Petaluma Hill Road-Main Street/Adobe Road intersection in Penngrove. The City will continue to work with SCTA, the County and the City of Cotati to make funding from these various exactions available to fund improvements in Cotati and the County.

Impacts to the following four intersections, previously evaluated in the 2010 EIR would remain significant and unavoidable because the payment of fees does not guarantee these improvements would be completed prior to occupancy: East Cotati Avenue/Old Redwood Highway (Intersection #5), East Cotati Avenue/La Salle Avenue (Intersection #6), Old Redwood Highway/Railroad Avenue (Intersection #20), Petaluma Hill Road-Main Street/Adobe Road (Intersection #23). However, the project shall contribute their fair share to help fund these improvements consistent with the City's regional traffic impact fee.

Impacts at the East Cotati Avenue/Camino Colegio (Intersection #7) and Petaluma Hill Road/Railroad Avenue (Intersection #22) intersections can be mitigated to a less-than-significant level with mitigation measures described below.

## Existing plus Project Conditions

### *East Cotati Avenue/Old Redwood Highway (#5)*

Compliance with **MM- 4.4-1 (modified)** would mitigate impacts to this intersection. However, the intersection is not under the City's jurisdiction and contribution of funding does not guarantee that these improvements will be put in place. Therefore, because there is no feasible mitigation available the project's impact at this intersection would be **significant and unavoidable**.

**MM 4.4-1:** (MM 3.13-4 and 3.13-10 in the 2010 EIR, modified) Intersection #5 The project applicant shall contribute a proportionate share of funding to restripe the outer through lane on the westbound approach to a right-turn lane and add a right-turn overlap phase at the East Cotati Avenue/Old Redwood Highway intersection prior to the issuance of the 300<sup>th</sup> residential building permit for the project.

~~(3.13-4) One design solution at the Old Redwood Highway/East Cotati Avenue intersection would be to reconfigure the southbound and westbound approaches to the intersection (without widening), and update the traffic signal phasing. The southbound through lane~~

~~should be reconfigured into a shared through left turn lane, and the northbound-southbound signal phasing shall be changed from protected phasing to split phasing. The westbound through right turn lane shall be reconfigured into an exclusive right turn lane. This reconfigured right turn lane shall be overlapped with the southbound split phase.~~

~~(3.13-10) To restore acceptable operating conditions at the Old Redwood Highway/East Cotati Avenue intersection, Mitigation Measure 3.13-4 shall be implemented.~~

#### ***East Cotati Avenue/La Salle Avenue (#6)***

Compliance with **MM 4.4-2 (modified)** would mitigate impacts to this intersection. However, the intersection is not under the City's jurisdiction and contribution of funding does not guarantee that these improvements will be put in place. Therefore, because there is no feasible mitigation available the project's impact at this intersection would be **significant and unavoidable**.

**MM 4.4-2:** *(MM 3.13-5 and 3.13-11 in the 2010 EIR, modified) Intersection #6* The project applicant shall contribute a proportionate share of funding toward the installation of a traffic signal at the intersection of East Cotati Avenue/La Salle Avenue, consistent with improvements identified in the Cotati General Plan, prior to the issuance of the 510<sup>th</sup> residential building permit.

~~(3.13-5) As the LaSalle Avenue/East Cotati Avenue intersection would meet the requirements of the MUTCD Peak Hour Volume Signal Warrant with and without the addition of project trips, signalization of this intersection is required. Implementation of this measure would improve intersection operations to an acceptable LOS B during the PM peak hour.~~

~~(3.13-11) To mitigate the project's contribution to the Cumulative impact at the Old Redwood Highway/East Railroad Avenue intersection, Mitigation Measure 3.13-5 would be implemented. This mitigation measure would signalize the intersection.~~

#### ***Old Redwood Highway/Railroad Avenue (#20)***

Compliance with **MM 4.4-3 (modified)** would mitigate impacts to this intersection. With these improvements, delays would be lower than those existing without the project, although LOS F would still exist on the eastbound approach. However, the intersection is not under the City's jurisdiction and contribution of funding does not guarantee that these improvements will be put in place. Therefore, because there is no feasible mitigation available the project's impact at this intersection would be **significant and unavoidable**.

**MM 4.4-3:** *(MM 3.13-3 and 3.13-9 in the 2010 EIR modified) Intersection #20* The project applicant shall contribute a fair share of the funding to widen the eastbound approach to include a left-turn pocket and widen the westbound approach to include a right-turn pocket at the intersection of Old Redwood Highway/Railroad Avenue prior to the issuance of the 510<sup>th</sup> building permit.  
~~(3.13-3) As the Old Redwood Highway/East Railroad Avenue intersection would meet the requirements of the MUTCD Peak Hour Volume Signal Warrant after project trips have been added, signalization of this intersection is required. The signal would subject to current Sonoma County standards. Implementation of this measure would allow the intersection to operate at an acceptable LOS B during the PM peak hour.~~

To mitigate the project's contribution to the Cumulative impact at the Old Redwood Highway/ East Railroad Avenue intersection, Mitigation Measure 3.13-3 shall be implemented. This mitigation measure would signalize the intersection.

***Petaluma Hill Road-Main Street/Adobe Road (#23)***

Compliance with **MM 4.4-4 (modified)** would mitigate impacts to this intersection to ensure an acceptable LOS C during the a.m. peak hour and LOS D during the p.m. peak hour. While this intersection is also the subject of an agreement between the City and SCTA and funding for this improvement is currently being collected from the University District developer as well, the intersection is not in the City's jurisdiction. Because of this, the various funding contributions do not guarantee that these improvements will be put in place. Therefore, because there is no feasible mitigation available the project's impacts at this intersection would be **significant and unavoidable**.

**MM 4.4-4:** (MM 3.13-2 and 3.13-7 in the 2010 EIR, modified) Intersection #23 The project applicant shall contribute a fair share of the funding to widen the westbound approach to add a right-turn lane and a right-turn overlap signal phase on the same approach at the intersection of Petaluma Hill Road-Main Street/Adobe Road prior to the issuance of the 1500<sup>th</sup> residential building permit.

~~(3.13-2) As acknowledged in the Rohnert Park General Plan, traffic congestion presently exists in the Penngrove community at the Petaluma Hill Road/Adobe Road intersection during AM and PM peak hours. The buildout of the Rohnert Park General Plan would result in additional traffic in this area. One design solution at the Petaluma Hill Road/Adobe Road intersection would be to widen and reconfigure the intersection. The northbound approach could be reconfigured to include one shared through-left turn lane, and one shared through-right turn lane. The eastbound approach could be reconfigured to include a left turn lane and a shared through right turn lane. The westbound approach could be reconfigured to include a shared through-left turn lane, and an overlapped right-turn lane. It should be noted that although limited pedestrian facilities are available, pedestrian conditions are of utmost concern at this intersection; especially considering that there is a school located at the northwest corner of the intersection. Thus the right-of-way acquisition required to complete the necessary widening would need to include space for full pedestrian facilities.~~

~~(3.13-7) To restore acceptable operating conditions at the Petaluma Hill Road/Adobe Road intersection, Mitigation Measure 3.13-2 shall be implemented.~~

***East Cotati Avenue/Camino Colegio (#7)***

Compliance with **MM 4.4-5 (new)** would ensure the project's impact at this intersection would be reduced to **less than significant**.

**MM 4.4-5:** **(new) Intersection #7** Prior to the issuance of the first residential building permit, the project applicant shall modify the traffic signal at the intersection of East Cotati Avenue and Camino Colegio to include a protected-permitted left-turn phasing on Camino Colegio to ensure an acceptable LOS C shall be achieved.

***Petaluma Hill Road/Railroad Avenue (#22)***

The 2010 EIR identified impacts at Petaluma Hill Road/Railroad Avenue as being less than significant with mitigation since, at the time, signalization of the intersection was included in the City's Public Facilities Finance Plan (PFFP). This signalization was subsequently removed from the 2011 update of the PFFP, as it was deemed to be a regional circulation improvement. With implementation of **MM 4.4-6 (modified)**, the project's impact at this intersection would be **less than significant**.

**MM 4.4-6:** (MM 3.13-1 and 3.13-6 in the 2010 EIR, modified) Intersection #22 Prior to the issuance of the 950<sup>th</sup> residential building permit the project applicant shall install a traffic signal and eastbound right-turn pocket at Petaluma Hill Road/Railroad Avenue to improve operation to an acceptable LOS B during both peak hours. The project applicant shall obtain an encroachment permit from Sonoma County to construct the identified improvements.

~~(3.13-1) As the Petaluma Hill Road/East Railroad Avenue intersection would meet the requirements of the MUTCD Peak Hour Volume Signal Warrant after project trips have been added, signalization of this intersection is required. The signal shall be built to current Sonoma County standards. After implementation of this measure, the intersection would operate at an acceptable LOS B during both peak hours.~~

~~(3.13-6) To mitigate the project's contribution to the Cumulative impact at the Petaluma Hill Road/East Railroad Avenue intersection, Mitigation Measure 3.13-1 shall be implemented. This mitigation measure shall signalize the Petaluma Hill Road/East Railroad Avenue intersection. However, it should be noted that although the implementation of Mitigation Measure 3.13-1 would mitigate the project's contribution to the Cumulative impact, the intersection would continue to operate at unacceptable conditions due to cumulative development.~~

***Impact 4.4-2 Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

CEQA Guidelines Section 15064.3, subdivision (b), focuses on newly adopted criteria (vehicle miles traveled) adopted pursuant to SB 743 for determining the significance of transportation impacts. As discussed above in Section 4.4, pursuant to SB 743, the focus of transportation analysis changes from vehicle delay (level of service) to VMT. The related updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. As stated in CEQA Guidelines Section 15064.3(c), the provisions of Section 15064.3 shall apply prospectively. A lead agency may elect to be governed by the provision of Section 15064.3 immediately. The provisions must be implemented statewide by July 1, 2020.

The City of Rohnert Park has not yet adopted local VMT criteria; therefore, this section is based on the TIA prepared for the project (see Appendix E) that provides a delay based level of service analysis for the proposed project and the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and therefore there would be **no impact**.

The proposed project's location, access to other nearby destinations, pedestrian connections, and bicycle amenities and proximity to SMART multiuse pathway and rail corridor would encourage non-auto modes of transportation such as walking, bicycling, and transit, etc. The project would be well-served by both bus and rail transit. However, the project would need to complete several improvements in order to establish effective connectivity to transit and link the project site to the current and planned pedestrian and bicycle networks.

The following improvements (see Figure 4.4-14) included in the proposed project that would assist in reducing VMT:

- The project would relocate the bus stop at Camino Colegio/Manchester Avenue to the northwest intersection corner.
- The project would construct a new crosswalk incorporating high-visibility crossing treatments would be installed at the Bodway Parkway/Wisdom Lane intersection.
- The project would construct new sidewalks on all internal streets as well as the project frontages on Camino Colegio and Bodway Parkway.
- The project would construct additional connections to the SMART multiuse pathway in the northern portion of the site; between the B Street/Valley House Drive intersection and the SMART path, and in the southern portion of site as part of future SOMO Village development occurring beyond Phase 1.
- The project would extend the SMART path southward from Valley House Drive to Railroad Avenue, and install pedestrian scale lights on the SMART path between the Cotati SMART station and the pedestrian connection points to SOMO Village.
- The project would construct a Class 1 pathway segment between Bodway Parkway and the SMART multi-use path.

***Impact 4.4-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment).***

The project site is located in a developed area of the City and the proposed uses would be compatible with existing on-site uses as well as adjacent development. All the project's internal streets would include one vehicle travel lane in each direction, sidewalks, and on-street parking. Given the "grid" street network proposed on the site, traffic volumes are anticipated to be dispersed, with all streets easily accommodating anticipated volumes with single lanes of traffic in each direction. All intersections within the site would be unsignalized. A single-lane roundabout is shown at the intersection of B Street/Valley House Drive and, given the anticipated traffic volumes, would be expected to perform well. Intersection controls at the remaining internal streets, as well as crossing improvements for pedestrians and bicyclists, would be determined during the evaluation and review of improvement plans. All new driveways and internal streets would be designed and constructed in accordance with all applicable city standards. No internal access or circulation features have been identified as specific hazards with respect to vehicular, bicycle, and pedestrian safety.

The internal street network is designed to align with other existing streets in the area. The project site currently has vehicular connections to the surrounding roadway network at two existing intersections: Camino Colegio/Manchester Avenue and Bodway Parkway/Valley House Drive. The proposed project would establish a grid network of streets within the site, expanding the number of access points to six existing intersections. Additionally, the project would extend Bodway Parkway southward from Valley House Drive to Railroad Avenue, with an additional five intersections connecting the project site to the surrounding network.

All internal roadways would be designed consistent with the City's Fire Department standards to ensure adequate turning radii is provided and City standards to ensure adequate sight distance is provided, no acute angle intersections or off-set intersections or dead end roads without a turnaround would be allowed.

The proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses and the project's impacts would be **less than significant**.

**Impact 4.4-4 Result in inadequate emergency access.**

Access to the project site would be provided at three locations along Camino Colegio and seven locations (eight locations under Buildout) along Bodway Parkway which would provide adequate access locations for emergency services. Rohnert Park General Plan Policy HS-24 requires adequate access for emergency vehicles be provided, “including adequate street width and vertical clearance, on new streets,” which would be designed for the project in accordance with the Street Standard Emergency Management Plan established by the Rohnert Park Department of Public Safety subject to approval by the City. Consistent with the 2010 EIR, implementation of Mitigation Measure 3.13-15 (numbered **MM 4.4-7**) would insure that the project would not provide inadequate emergency access impact and the impact is **less than significant**.

**Mitigation Measures**

Compliance with **MM 4.4-7 (modified)** from the 2010 EIR would ensure this impact is reduced to **less than significant**.

**MM 4.4-7:** *(MM 3.13-15 in the 2010 EIR, modified)* The project ~~sponsor~~ shall implement the following measures to the satisfaction of the City:

- Design all internal roadways in accordance with Fire Department standards; provide adequate Fire Department turning radii at all intersections;
- Provide adequate access for trash collection vehicles;
- Avoid dead-end streets, or provide a turnaround at any dead-end street terminus;
- Minimize vehicle connections to Camino Colegio.
- Focus traffic on internal roadways to the two primary intersections;
- Avoid acute angle intersections;
- Avoid off-set intersections; and
- Provide adequate sight distance at all intersections in accordance with City Public Works Department standards.

**Cumulative Impacts**

**Impact 4.4-5 Under Future plus Project conditions the proposed project could degrade intersection operations that exceed acceptable levels of service.**

**Future plus Project Conditions**

With project-related traffic added to future volumes with either Phase I or buildout of the project, 13 of the 24 study intersections are projected to continue operating acceptably and the project would have an impact at 11 intersections, as noted below. Compared with the 2010 EIR, there are six intersections that are noted to have new impacts per revised traffic analysis. As shown in Table 4.4-9, under Future plus Project conditions with either buildout of the project or completion of only Phase 1, the proposed project would significantly impact 11 of the 24 study intersections.

- **East Cotati Avenue/Old Redwood Highway (#5).** With the addition of project traffic under Future plus Project conditions, operation of this intersection is projected to remain at LOS F during the p.m. peak hour, with increases in delay attributable to Phase 1 of approximately 28 seconds, and increases of approximately 49

seconds with project buildout. With the improvements identified under Existing plus Project conditions (**MM 4.4-1** - restriping the westbound approach to include a right-turn lane and right-turn overlap phase), operation would still be at LOS E or F, but delays would decrease to below “no project” levels. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-4 and 3.13-10).

- **East Cotati Avenue/La Salle Avenue (#6).** The project would substantially increase delays at the intersection, which is already projected to operate at LOS F without the project. Acceptable LOS A or B operation could be achieved through installation of a traffic signal, consistent with improvements identified in the Cotati General Plan. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-5 and 3.13-11).
- **East Cotati Avenue/Camino Colegio (#7).** With the addition of project traffic under Future plus Project or completion of only Phase 1, operation of this intersection is projected to drop from LOS D to LOS F during the a.m. and p.m. peak hours. With the mitigation identified under Existing plus Project conditions (converting the left-turn phasing from protected to protected-permitted on Camino Colegio) and completion of only Phase 1, the intersection would return to the “no project” LOS D level, reducing the project impact to less than significant. With full project buildout, however, the signal phasing mitigation would only improve operation to LOS E, which is below the “no project” LOS and represents a significant impact per the City’s thresholds. Traffic impacts to this intersection were not identified in the 2010 EIR.
- **East Cotati Avenue/Snyder Lane (#8).** With the addition of project traffic under Future plus Project or completion of only Phase 1, operation at this intersection is projected to drop from LOS C to LOS D during the p.m. peak hour, and drop from LOS D to LOS E during the a.m. peak hour at project buildout. These decreases in LOS are considered a significant impact per the City’s thresholds. Traffic impacts to this intersection were not identified in the 2010 EIR.
- **East Cotati Avenue/Bodway Parkway (#9).** This intersection is projected to encounter increased delays, however the unacceptable p.m. peak hour LOS D operation occurring under Future conditions without the project would not change because of added project traffic with either buildout or completion of only Phase 1. Based on the City of Rohnert Park’s criteria, this would reflect a less-than-significant impact. Traffic impacts to this intersection were not identified in the 2010 EIR.
- **East Cotati Avenue/Petaluma Hill Road (#10).** The intersection is projected to operate unacceptably at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour with either buildout or completion of only Phase 1. With development of only Phase 1, the increases in average vehicle delays would be 4.4 seconds during both peak hours, which represents a less than significant impact per County of Sonoma Criteria. With full buildout, however, the project is anticipated to increase delays by more than five seconds during both peak hours, which represents a significant impact. Traffic impacts to this intersection were not identified in the 2010 EIR.
- **Camino Colegio/Manchester Avenue (#13).** This intersection is projected to operate unacceptably at LOS D during the p.m. peak hour under Future plus Project conditions with either buildout of the project or completion of only Phase 1. Traffic impacts to this intersection were not identified in the 2010 EIR.
- **Petaluma Hill Road/Valley House Drive (#19).** With the addition of project traffic under Future plus Project conditions, with either buildout of the project or completion of only Phase 1, intersection operation is projected to decrease from LOS D to LOS E during the a.m. peak hour and from LOS E to LOS F during the p.m. peak hour. Average vehicle delays would increase by more than five seconds during both peak hours; this is a significant impact under County of Sonoma significance thresholds. Traffic impacts to this intersection were not identified in the 2010 EIR.
- **Old Redwood Highway/Railroad Avenue (#20).** Under Future plus Project conditions, including either buildout of the project or completion of only Phase 1, the eastbound and westbound approaches would

continue to operate at LOS F during one or both peak hours, with increases in delay exceeding five seconds due to the project, which based on County of Sonoma criteria represents a significant impact. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-3 and 3.13-9).

- **Petaluma Hill Road/Railroad Avenue (#22).** Under Future plus Project conditions, the eastbound and westbound approaches would operate at LOS F during both peak hours, with increases in delay exceeding five seconds with either buildout of the project or completion of only Phase 1, which based on County of Sonoma criteria represents a significant impact. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-1 and 3.13-6).
- **Petaluma Hill Road-Main Street/Adobe Road (#23).** With the addition of project traffic under Future plus Project conditions with either buildout of the project or completion of only Phase 1, intersection operation is projected to decrease from LOS E to LOS F during the a.m. peak hour and remain at LOS F during the p.m. peak hour. Average vehicle delays would increase by more than five seconds during both peak hours which, based on County of Sonoma criteria, represents a significant impact. Traffic impacts to this intersection were identified in the 2010 EIR (Impacts 3.13-2 and 3.13-7).

### Mitigation Measures

Under Future conditions and/or Future plus Project conditions, a number of study intersections would operate at an unacceptable LOS. Some of these traffic impacts can be mitigated to less-than-significant levels and compliance with the mitigation measures as described would ensure the project's contribution would be reduced to a less-than-considerable level, rendering the impact less than significant. However, at some locations the established level of service standard would not be maintained and the project would create a significant and unavoidable impact.

#### ***East Cotati Avenue/Old Redwood Highway (#5)***

Compliance with the improvements identified in the City of Cotati General Plan would mitigate impacts to this intersection by achieving operation at LOS C or D. However, the City cannot guarantee these improvements would be completed because it is under the City of Cotati's jurisdiction and payment of the required fees does not guarantee that these improvements would be built. Therefore, because there is no feasible mitigation available the project's impact at this intersection would be **significant and unavoidable**.

**MM 4.4-8:** *(MM 3.13-4 and 3.13-10 in the 2010 EIR, modified)* **Intersection #5** The project applicant shall contribute its fair share of funding needed to implement the improvements to the intersection at East Cotati Avenue/Old Redwood Highway, as identified in the Cotati General Plan prior to the issuance of the 1300<sup>th</sup> residential building permit.

~~(3.13-4) One design solution at the Old Redwood Highway/East Cotati Avenue intersection would be to reconfigure the southbound and westbound approaches to the intersection (without widening), and updated the traffic signal phasing. The southbound through lane shall be reconfigured into a shared through left turn lane, and the northbound southbound signal phasing shall be changed from protected phasing to split phasing. The westbound through right turn lane shall be reconfigured into an exclusive right turn lane. This reconfigured right turn lane shall be overlapped with the southbound split phase.~~

~~(3.13-10) To restore acceptable operating conditions at the Old Redwood Highway/East Cotati Avenue intersection, Mitigation Measure 3.13-4 shall be implemented.~~

***East Cotati Avenue/La Salle Avenue (#6)***

Compliance with **MM 4.4-2 (MM 3.13-5 and 3.13-11 in the 2010 EIR)** would mitigate the impact; however, payment of the required fees does not guarantee that these improvements would be in place. Therefore, because there is no feasible mitigation available the project's impact at this intersection would be **significant and unavoidable**.

***East Cotati Avenue/Camino Colegio (#7)***

The following improvements would achieve an acceptable LOS C or better operation. However it is anticipated that additional right-of-way would need to be obtained from the parcel on the southwest intersection corner to construct the new eastbound right-turn lane; however, there is uncertainty as to whether this improvement can be successfully implemented. Since the improvement cannot be assured, the project's impact at this intersection would be **significant and unavoidable**.

**MM 4.4-9:**      **(new) Intersection #7** The project applicant shall exercise good faith effort to acquire the necessary right-of-way to widen the eastbound approach of East Cotati Avenue/Camino Colegio and add a right-turn lane. If the applicant acquires the property or the property is acquired by the City, the project applicant shall widen the eastbound approach to add a right-turn lane prior to the issuance of the 1300<sup>th</sup> residential building permit.

***East Cotati Avenue/Snyder Lane (#8)***

With the implementation of new **MM 4.4-10**, the project's impact at this intersection would be **less than significant**, as the improvements would achieve LOS C or better operation at this intersection.

**MM 4.4-10:**      **(new) Intersection #8** Prior to the issuance of the first residential building permit the project applicant shall modify the southbound approach to East Cotati Avenue/Snyder Lane to include a second left-turn lane within the existing right-of-way by narrowing the existing median.

***East Cotati Avenue/Bodway Parkway (#9)***

Per City of Rohnert Park's criteria, the project's impact at this intersection would be **less-than-significant**. **MM 4.4-11** has been included to improve traffic operations at this intersection.

**MM 4.4-11:**      **(new) Intersection #9** Prior to the issuance of the 250<sup>th</sup> residential building permit, the project applicant shall restripe the northbound Bodway Parkway approach to include separate left-turn, left-turn/through, and right-turn lanes, and add a right-turn overlap phase on the northbound approach.

***East Cotati Avenue/Petaluma Hill Road (#10)***

This intersection is in the County of Sonoma and the identified new **MM 4.4-12** can be completed within the existing right-of-way to achieve acceptable LOS D operation. Since the project would need to coordinate with and obtain an encroachment permit from the County of Sonoma, the improvement cannot be assured. Therefore, the project's impact at this intersection would be **significant and unavoidable**.

**MM 4.4-12:**      **(new) Intersection #10** Prior to the issuance of the 510<sup>th</sup> residential building permit, the project applicant shall widen the eastbound approach of East Cotati Avenue/Petaluma Hill Road to add a right-turn lane and add right-turn overlap signal phases on the eastbound and southbound approaches.

***Petaluma Hill Road/Valley House Drive (#19)***

This intersection is located within the County of Sonoma; therefore, the City cannot guarantee improvements to this intersection would be completed. However, even with the implementation of new **MM 4.4-13**, the project's impact at this intersection would be **significant and unavoidable**. The noted improvements would reduce the vehicle delays to below "no project" conditions. However, the level of service would remain at LOS E during the p.m. peak hour; a regional approach to managing traffic volumes on Petaluma Hill Road would likely be required to achieve acceptable LOS D operation.

**MM 4.4-13** **(new) Intersection #19** Prior to 250<sup>th</sup> residential building permit, the project applicant shall add southbound and eastbound right-turn overlap phases, lengthening the northbound left-turn pocket to 460 feet, and lengthening the eastbound right-turn pocket to 400 feet to the intersection of Petaluma Hill Road/Valley House Drive, and shall coordinate with and obtain an encroachment permit from the County of Sonoma.

***Old Redwood Highway/Railroad Avenue (#20)***

This intersection is located within the County of Sonoma; therefore, the City cannot guarantee improvements to this intersection would be completed. Compliance with **MM 4.4-14** would mitigate the impact by improving operation to LOS B during both peak hours; however, payment of the required fees does not guarantee that these improvements would be constructed. Therefore, because there is no feasible mitigation available the project's impact at this intersection would be **significant and unavoidable**.

**MM 4.4-14** **(MM 3.13-3 and 3.13-9 in the 2010 EIR) Intersection #20** Prior to the issuance of the 1300<sup>th</sup> building permit, the project applicant shall contribute a fair share of the funding needed to complete the installation of a traffic signal at the intersection of Old Redwood Highway/Railroad Avenue.

~~(3.13-3) As the Old Redwood Highway/East Railroad Avenue intersection would meet the requirements of the MUTCD Peak Hour Volume Signal Warrant after project trips have been added, signalization of this intersection is required. The signal would subject to current Sonoma County standards. Implementation of this measure would allow the intersection to operate at an acceptable LOS B during the PM peak hour.~~

~~(3.13-9) To mitigate the project's contribution to the Cumulative impact at the Old Redwood Highway/ East Railroad Avenue intersection, Mitigation Measure 3.13-3 shall be implemented. This mitigation measure would signalize the intersection.~~

***Petaluma Hill Road/Railroad Avenue (#22)***

While this intersection is located in the County of Sonoma, it appears these turn lane improvements can be completed within the existing right-of-way. In addition to **MM 4.4-6 (modified)**, compliance with the new **MM 4.4-15** would ensure the project's impact at this intersection would be **less than significant**.

**MM 4.4-15** **(new) Intersection #22** Prior to the issuance of the 950<sup>th</sup> residential building permit, the project applicant shall install a traffic signal and eastbound right-turn pocket at Petaluma Hill Road/Railroad Avenue (as identified in **MM-4.4-6**, under Existing plus Project conditions) to address queuing needs and the northbound left-turn pocket shall be extended to 150 feet. The project applicant shall coordinate with and obtain an encroachment permit from the County of Sonoma.

***Petaluma Hill Road-Main Street/Adobe Road (#23)***

Compliance with modified **MM 4.4-4**, would reduce intersection delay and improve LOS during the AM peak hour, however the intersection is projected to operate at LOS F during the PM peak hour. Achieving an acceptable LOS D at this intersection would require a regional approach to managing traffic volumes on Petaluma Hill Road and in Penngrove. The project would pay its fair share towards the proposed mitigation, however the payment of the required fees does not guarantee that these improvements would be in place before the Certificate of Occupancy for Phase I or Project Buildout is obtained. Therefore, because there is no feasible mitigation available the project's impacts at this intersection would be **significant and unavoidable**.

**Additional Impacts from Road Improvement Sites*****Biological Resources***

For the proposed project, Dudek conducted biological and wetlands resource surveys on July 17, 2019, to identify potential resources under the jurisdiction of resource agencies. The surveys were conducted at three proposed road improvement sites associated with the proposed project: Petaluma Hill Road/Railroad Avenue, Petaluma Hill Road/Valley House Drive, and Petaluma Hill Road/East Cotati Avenue. Results from the survey showed no special-status plants or wildlife. Due to a lack of suitable habitat, frequent onsite disturbances, and presence of numerous non-native plants, it was determined that the potential for rare plants to occur at the intersection sites is extremely low, therefore there would be less-than-significant impacts to special-status plant species. However, the Petaluma Hill Road/Valley House Drive and Petaluma Hill Road/Railroad Avenue intersection sites are located within critical habitat designated for the federal and state-listed CTS. Additionally, the three location sites are located within the Southeastern Cotati Conservation Area, one of the regions designated within the Santa Rosa Plain Conservation Strategy. Although no potential habitat for CTS was observed during the surveys, there are 3 to 5 records of CTS within 2 miles of the three sites and one unprocessed record for a dead CTS found approximately 1 mile northwest of the Petaluma Hill Road/Railroad Avenue intersection site. Potential impacts to CTS could occur if any were to enter the site during construction. Therefore, there would be a potentially significant impact related to a substantial adverse effect on a species identified as a candidate, sensitive, or special status. Implementation of **MM 4.4-17** (**MM 3.3-2a** and **MM 3.3-2b** in the 2010 EIR, and included in Chapter 3 as **MM 3.3.2**), would reduce potential impacts to CTS to a less-than-significant level. Additionally, it was found that the three intersection sites provide potential habitat for nesting birds, birds-of-prey, and tree-roosting bats. Implementation of **MM 4.4-18** (**MM 3.3-4a** and **MM 3.3-4b**, proposed in the 2010 EIR, and included in Chapter 3 as **MM 3.3-4**), would reduce potential related impacts to a less-than-significant level. No additional wildlife corridors were found at the three proposed road improvement sites.

Additionally, the biological and wetland resource surveys conducted in 2019 for the proposed project found several large oak trees adjacent to the Petaluma Hill Road/Valley House Drive and Petaluma Hill Road/Railroad Avenue intersection sites. Based on a preliminary review of project plans for the intersection improvements, the oak trees would not be removed. Implementing **MM 4.4-19** (**MM 3.3-6**, proposed in the 2010 EIR, and included in Chapter 3 as **MM 3.3-6**) would reduce tree-related impacts to a less-than-significant level.

***Mitigation Measures***

**MM 4.4-17:** (MM 3.3-2(a) in the 2010 EIR, modified) Prior to commencing work at the Petaluma Hill Road/Railroad Avenue, Petaluma Hill Road/Valley House Drive, and the Petaluma Hill Road Road/East Cotati Avenue improvement sites. ~~Prior to the issuance of a grading permit the project~~

sponsor and/or their representatives shall initiate an informal consultation with the USFWS and CDFW to discuss measures to avoid a potential take of CTS during construction. Although details of these measures would be developed in consultation with the USFWS and CDFW, they would likely include:

- Retaining a qualified biologist, approved by the City, to conduct a preconstruction survey of the project site area to ensure that no potential upland retreat habitat has been created (i.e., through ground squirrel activity) since the 2004 habitat assessment,
- Seasonal restrictions on grading and construction to avoid the wet season dispersal period (i.e., October through March),
- Installation of drift fences around the perimeter of the construction area to prevent any CTS from moving into the area,
- Providing compensation for loss of CTS upland habitat, as required by the USFWS and CDFW (either through avoidance, or purchase of mitigation credits at a USFWS/CDFW approved bank), if any suitable habitat is found during the preconstruction surveys referenced above, and,
- Retaining qualified biologists, approved by the City, to monitor the project site area during construction to ensure that no CTS would be harmed.

Assuming complete avoidance can be achieved, no incidental take permit from either CDFW or USFWS would be required. However, if CTS are discovered to be present in the project site area, and a “take” of the species cannot be avoided, Mitigation Measure 3.3-2(b) shall be required pursuant to the Santa Rosa Plain Conservation Strategy.

***(MM 3.3-2(b) in the 2010 EIR, modified)*** Prior to commencing work at the Petaluma Hill Road/Railroad Avenue, Petaluma Hill Road/Valley House Drive, and the Petaluma Hill Road/East Cotati Avenue improvement sites. Prior to construction or issuance of a grading permit, the project sponsor and/or their representatives shall initiate consultation with the USFWS (pursuant to Section 7 of the Federal Endangered Species Act) and CDFW (pursuant to Section 2081 of the California Endangered Species Act) to obtain an incidental take permits for loss of any individual CTS. Details of the requirements of the Incidental Take Permit would be developed during consultation with the USFWS and CDFW, but would likely include (but not be limited to) the following.

- Preparation of a Biological Assessment pursuant to Section 7 of the FESA for submission to the USFWS for their review.
- Retaining qualified, permitted biologists to monitor for, and potentially move CTS outside of the project site area.
- Payment of mitigation fees, and/or purchase of mitigation land to compensate for the loss of CTS and their habitat.

**MM 4.4-18** ***(MM 3.3-4(a) in the 2010 EIR, modified)*** If construction is to occur between March 15 through August 30, the project sponsor, in consultation with the CDFW, shall conduct a pre-construction nesting bird survey of the project site within 30-14 days of when construction is planned to begin. The survey shall be conducted by a qualified biologist, approved by the City, to determine if any birds are nesting on or directly adjacent to the project site.

**(MM 3.3-4(b) in the 2010 EIR, modified)** The project sponsor shall avoid all active bird nests located in and directly adjacent to the project site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season. Any occupied nest shall be monitored by a qualified biologist, approved by the City, to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be approved by the CDFW. The buffer zone shall be delineated by highly visible temporary construction fencing.

**MM 4.4-19:** ~~(MM 3.3-6 in the 2010 EIR, modified) To ensure the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance under Impact Criterion #5, prior to the issuance of grading permits on any portion of the project site, Along with any entitlement request and/or grading permit the project sponsor shall hire a licensed and certified arborist to inventory all protected non-exempt trees on the project site slated to be removed or preserved and assess as directed by the City as to size, health, species and location. This inventory shall be provided to the City of Rohnert Park Planning and Building Manager or his/her designee for review Development Services Department as part of any planning entitlement application or grading permit that involves tree removal. The project sponsor shall then comply with the provisions of the Tree Removal Permit issued by the City Planning and Building Manager grading permit or entitlement approval, including tree replacement and the protection of any trees to be retained during construction.~~

### **Cultural Resources**

In 2019, Dudek prepared a Cultural Resources Letter Report (refer to Appendix D), which included the road improvement sites:

- Petaluma Hill Road/Railroad Avenue,
- Petaluma Hill Road/Valley House Drive,
- Petaluma Hill Road/East Cotati Avenue, and,
- East Cotati Avenue near Camino Colegio.

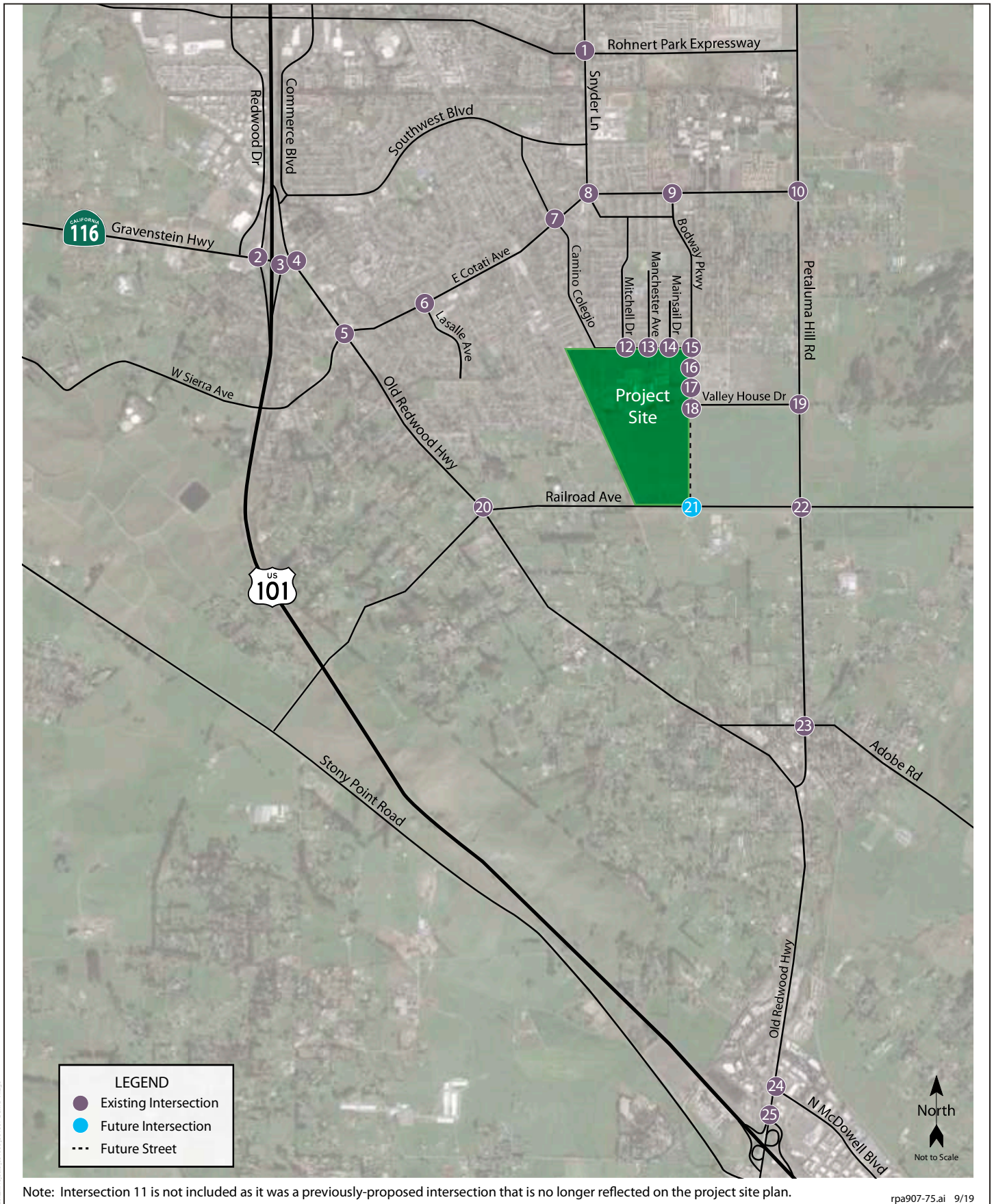
A records search was completed for the road improvement sites and a half-mile radius by NWIC staff at the NWIC at Sonoma State University on August 26, 2019. No new cultural resources were identified at any of the road improvement sites. Of the previously identified cultural resources for the proposed project (inclusive of the main project site and relocated water tank site), the closest resource identified was a historic fence-line and stacked-stone boundary for the Barnes/Craig Ranch (P-49-000047) located across Petaluma Hill Road from one of the road improvement sites. This resource is outside of the ADI and would not be affected by the road improvements or any other components of the proposed project. Based on the negative findings from the Cultural Resources Letter Report, there would be no significant adverse impacts from the road improvement projects.

In the event that any previously unknown cultural resources are unearthed during ground-disturbing activities, adherence to the mitigation measures described in Section 4.3, *Cultural Resources*, would ensure that any cultural resources impacts would be less than significant.

## 4.4.5 References

### References

- Adam Giacinto et al. 2019. Cultural Resources Letter Report for the SOMO Project, City of Rohnert Park, California – Negative Findings. September 30, 2019. City of Rohnert Park. 2017. 2020 Rohnert Park General Plan. Adopted in 2000, updated in 2017.
- City of Rohnert Park. 2019. Personal communication with Vanessa Garrett, re: relocated water tank. Via email on 10/8/2019.
- City of Rohnert Park. 2016. University District Specific Plan CEQA Addendum; Evaluation of the University District Water Tank (City Tank #8) Project. October. Rohnert Park, CA. Environmental Consultant: Dudek, Auburn, CA
- Dudek. 2018a. Biological Resources Assessment for the Copeland Creek Detention Basin and Trail Project. Prepared for the City of Rohnert Park by Dudek. Sonoma County, California. January 2018.
- Dudek. 2018b. Preliminary Jurisdictional Delineation of Wetlands and Waters of the United States Copeland Creek Detention Basin and Trail Project. Prepared for the City of Rohnert Park by Dudek. Sonoma County, California. January 2018.
- MTG (Metropolitan Transportation Commission) and ABAG (Association of Bay Area Governments). 2019. “Plan Bay Area 2040 Final Plan.” Accessed November 19, 2019. Available at: <http://2040.planbayarea.org/strategies-and-performance>
- Sonoma County. 2013a. Crane Creek Regional Park Map. Accessed September 19, 2019. Available at: <https://parks.sonomacounty.ca.gov/Visit/Crane-Creek-Regional-Park/Park-Map/>
- Sonoma County. 2013b. Land Use: Planning Area 7 – Rohnert Park-Cotati and Environs. Available at: <http://sonomacounty.ca.gov/PRMD/Long-Range-Plans/General-Plan/Land-Use-Rohnert-Park-Cotati-and-Environs/>
- Sonoma County. 2018. Crane Creek Regional Park. Accessed September 19, 2019. Available at: <https://parks.sonomacounty.ca.gov/Visit/Crane-Creek-Regional-Park/>
- USDA. 2019. Web Soil Survey: Sonoma County, California. USDA Natural Resources Conservation Service, Soil Survey Staff. Accessed September 17, 2019. <http://websoilsurvey.nrcs.usda.gov/>.



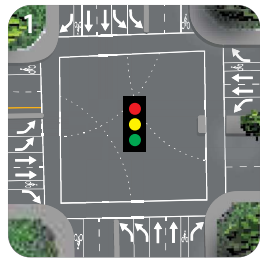
SOURCE: W-Trans 2019

**FIGURE 4.4-1**

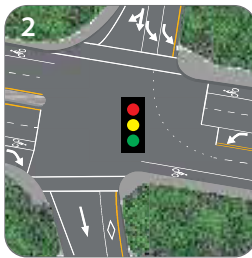
**Study Area**

SOMO Village Project

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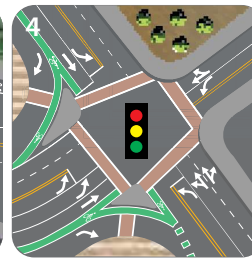
Rohnert Park Expy / Snyder Ln



Grav. Hwy / 101 S Ramps



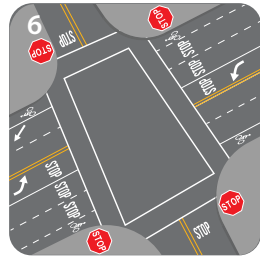
Grav. Hwy / 101 N Off-Ramp



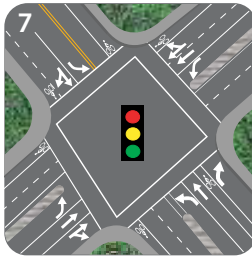
Grav. Hwy / 101N Ramps



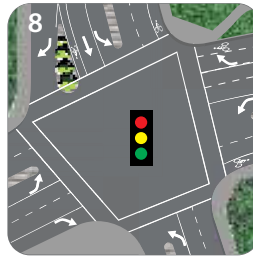
E Cotati Ave / ORH



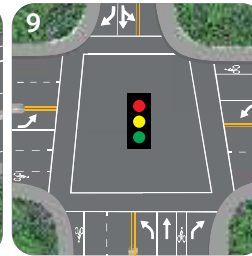
E Cotati Ave / La Salle Ave



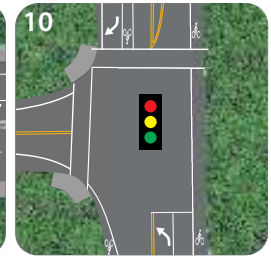
E Cotati Ave / Camino Colegio



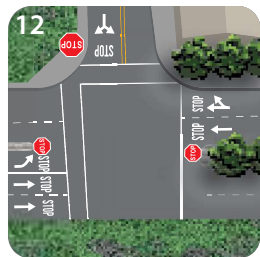
E Cotati Ave / Snyder Ln



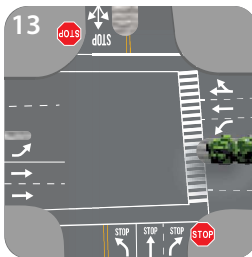
E Cotati Ave / Bodway Pkwy



E Cotati Ave / Pet. Hill Rd



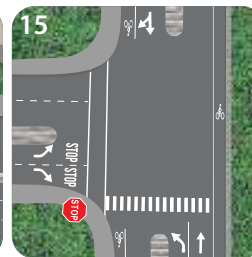
Camino Col. / Mitchell Dr



Camino Col. / Manchester



Camino Col. / Mainsail Dr



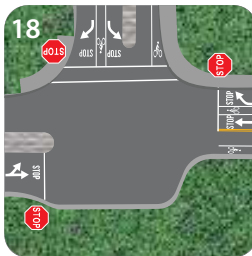
Camino Col. / Bodway Pkwy



Bodway Pkwy / Waterside Ln



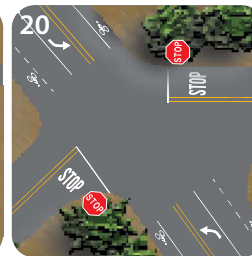
Bodway Pkwy / Wisdom Ln



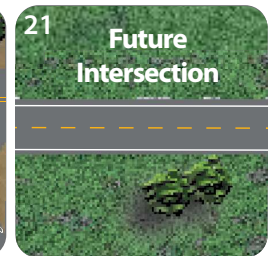
Bodway / Valley House-SOMO



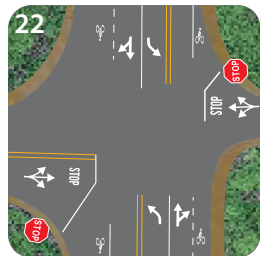
Pet. Hill Rd / Valley House Dr



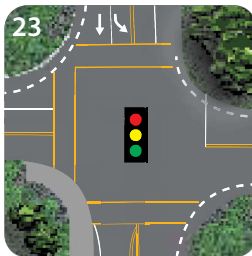
ORH / Railroad Ave



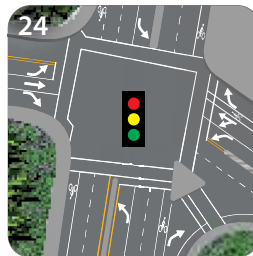
Railroad / Bodway Pkwy Ext



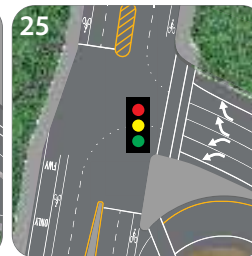
Pet. Hill Rd / Railroad Ave



Pet. Hill Rd-Main St / Adobe



ORH / N McDowell Ave \*

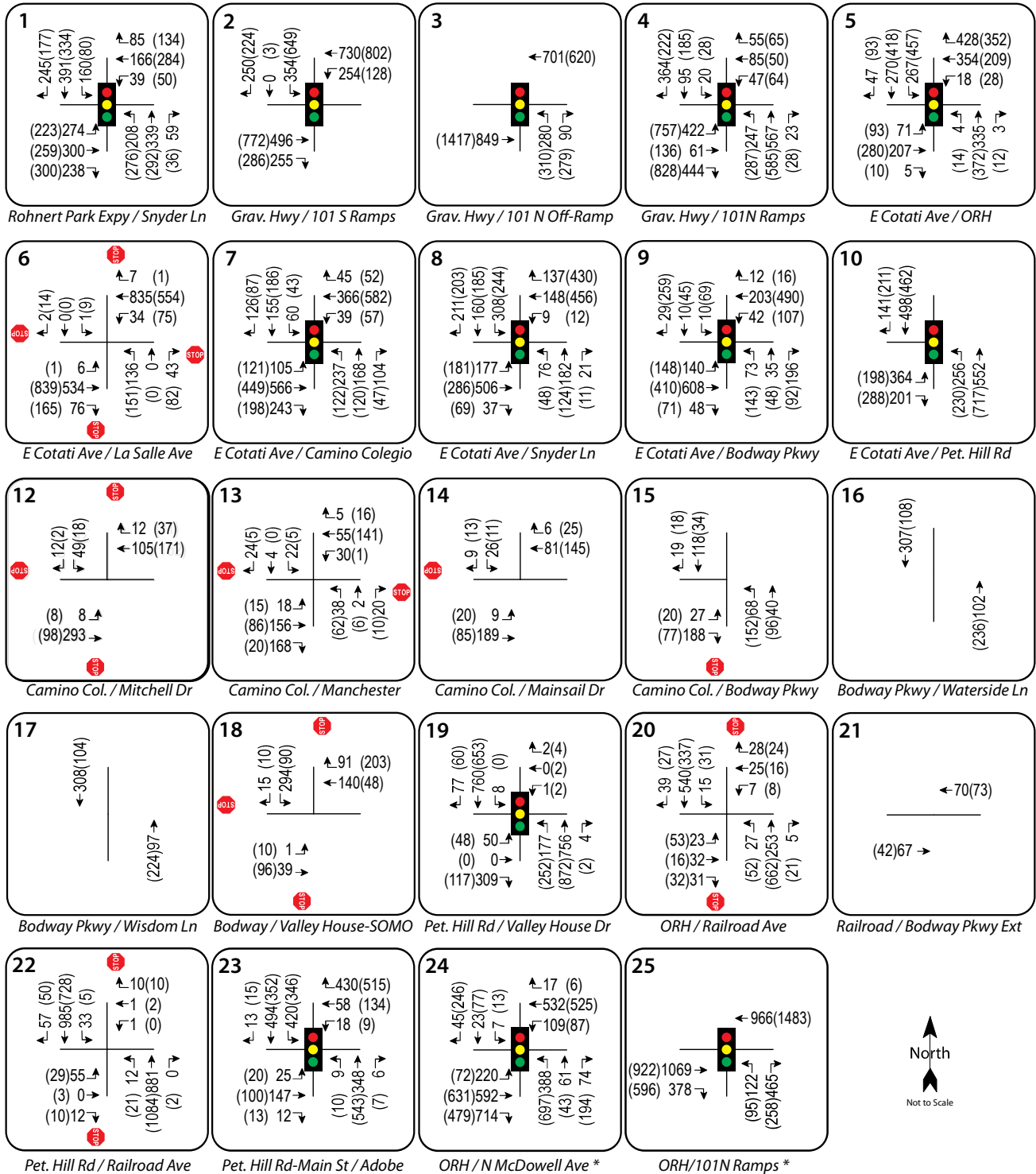


ORH/101N Ramps \*



\* Old Redwood Highway considered to run east-west at these intersections

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**LEGEND**  
 xx AM Peak Hour Volume  
 (xx) PM Peak Hour Volume

\* Old Redwood Highway considered to run east-west at these intersections



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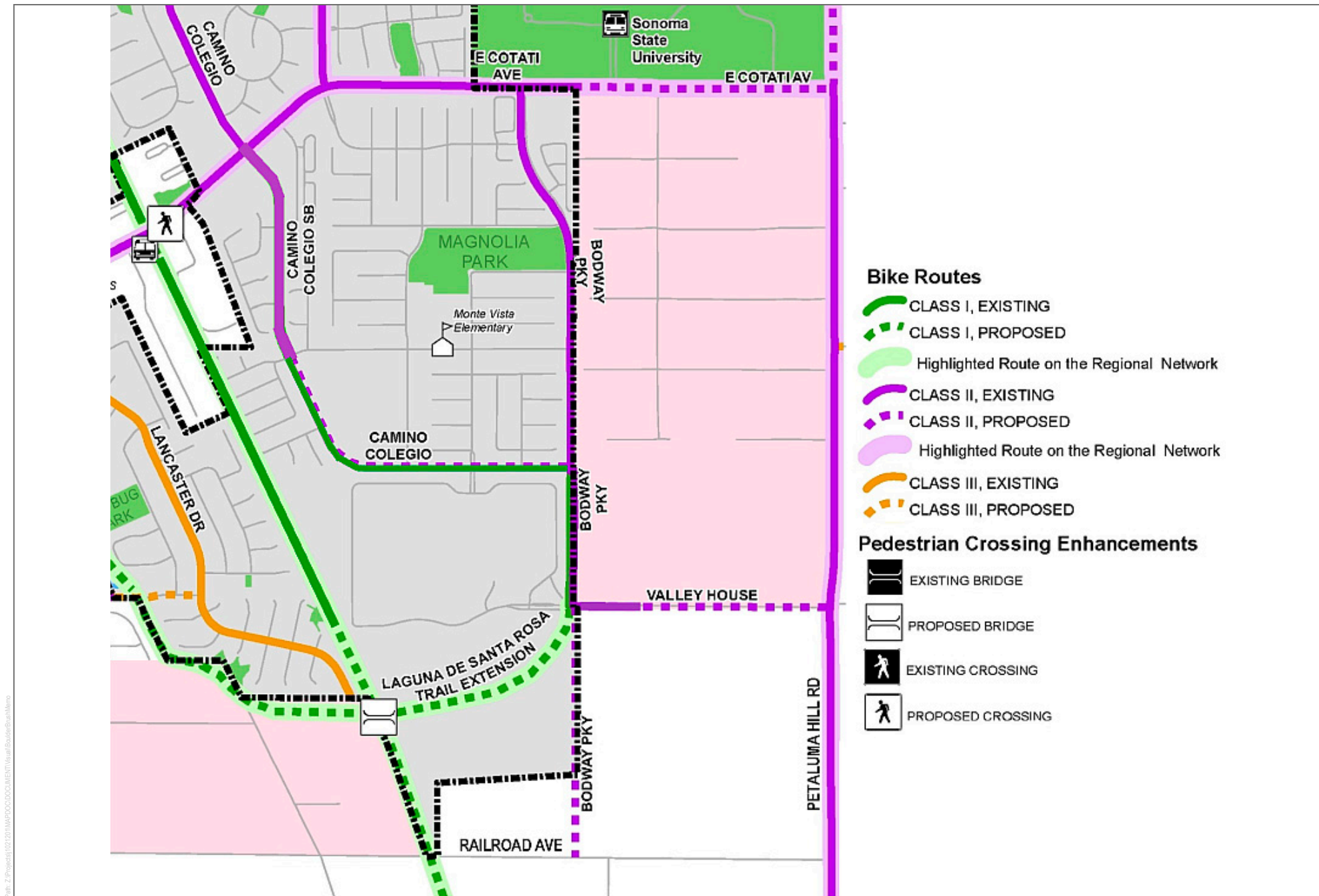


FIGURE 4.4-4

Existing and Planned Bicycle Facilities

SOMO Village Project

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FIGURE 3.2.14  
FINAL ILLUSTRATIVE PLAN DIAGRAM  
SOMO VILLAGE

SOURCE: W-Trans 2019

**DUDEK**

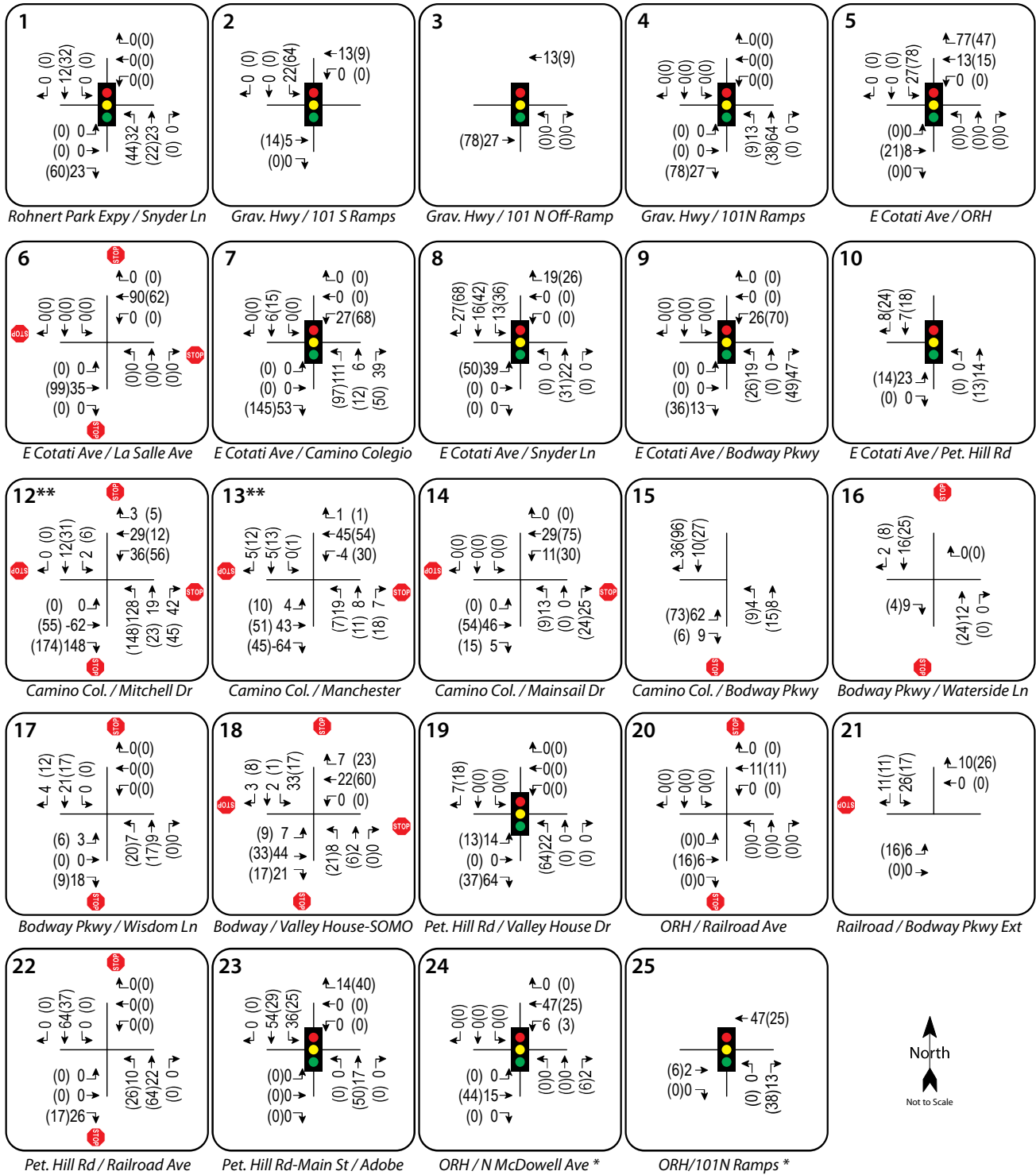
**FIGURE 4.4-5**

**Project Site Plan**  
SOMO Village Project

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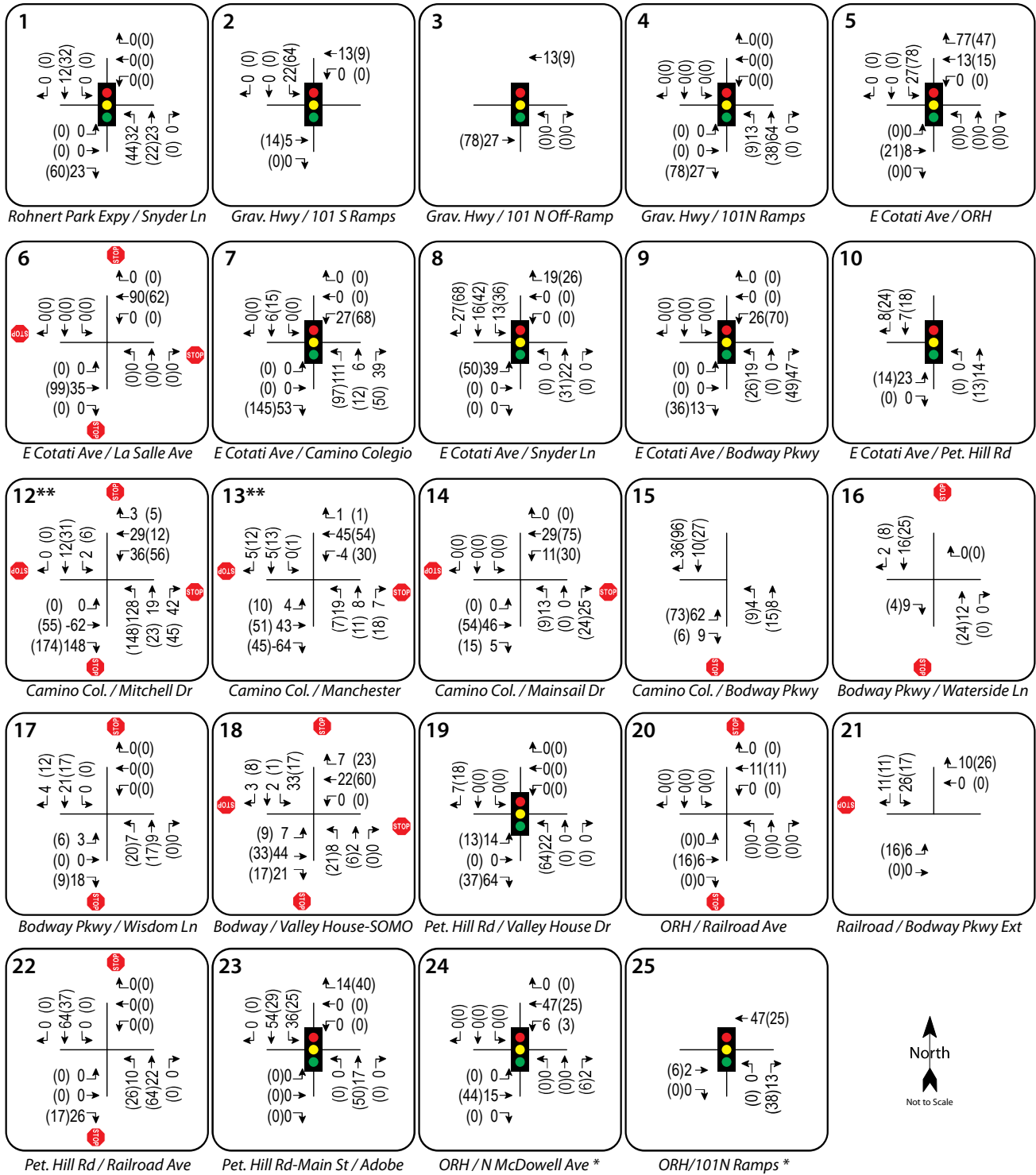
SOURCE: W-Trans 2019

FIGURE 4.4-7

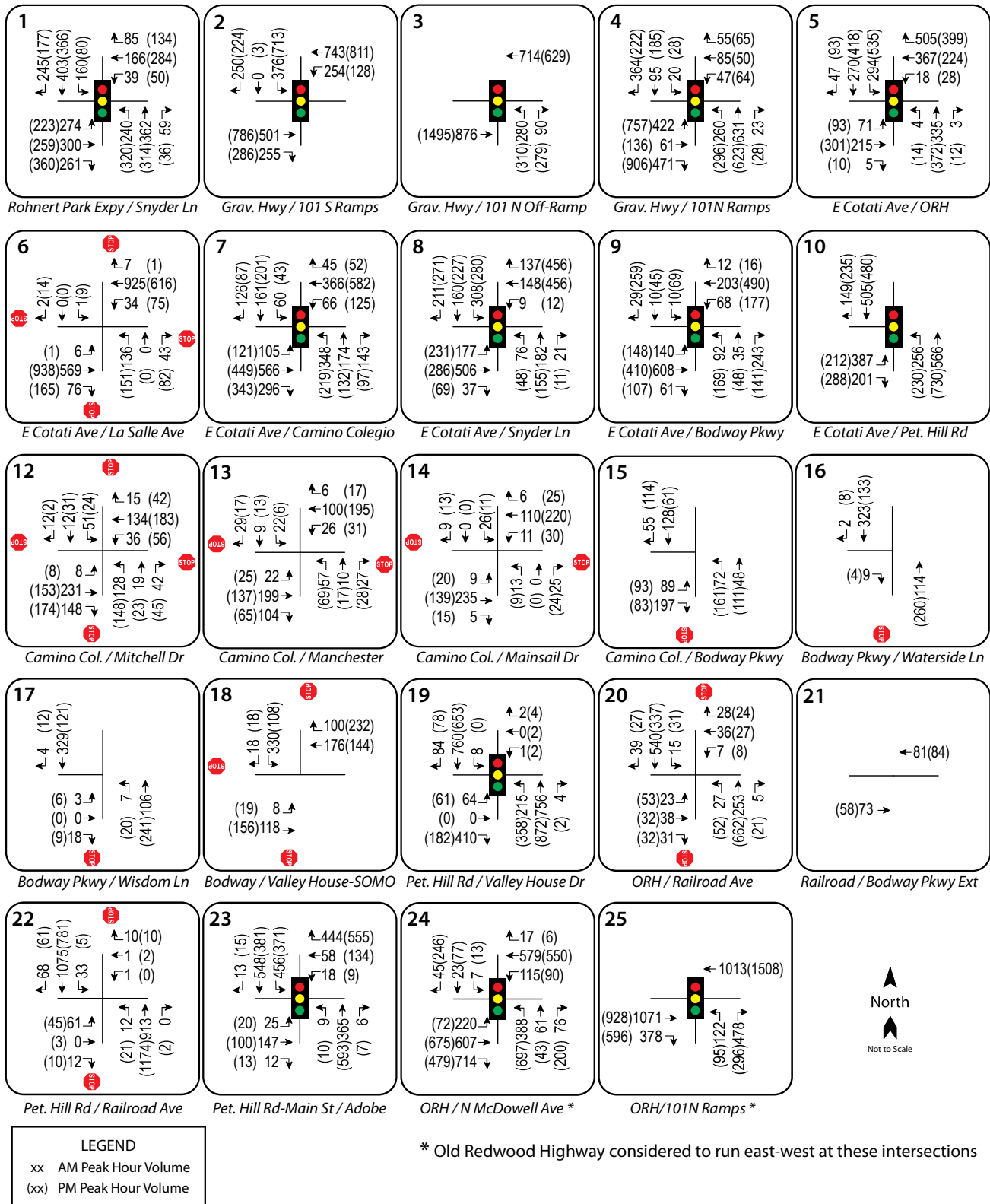
Project Phase 1 Traffic Volumes with Future Bodway Extension

SOMO Village Project

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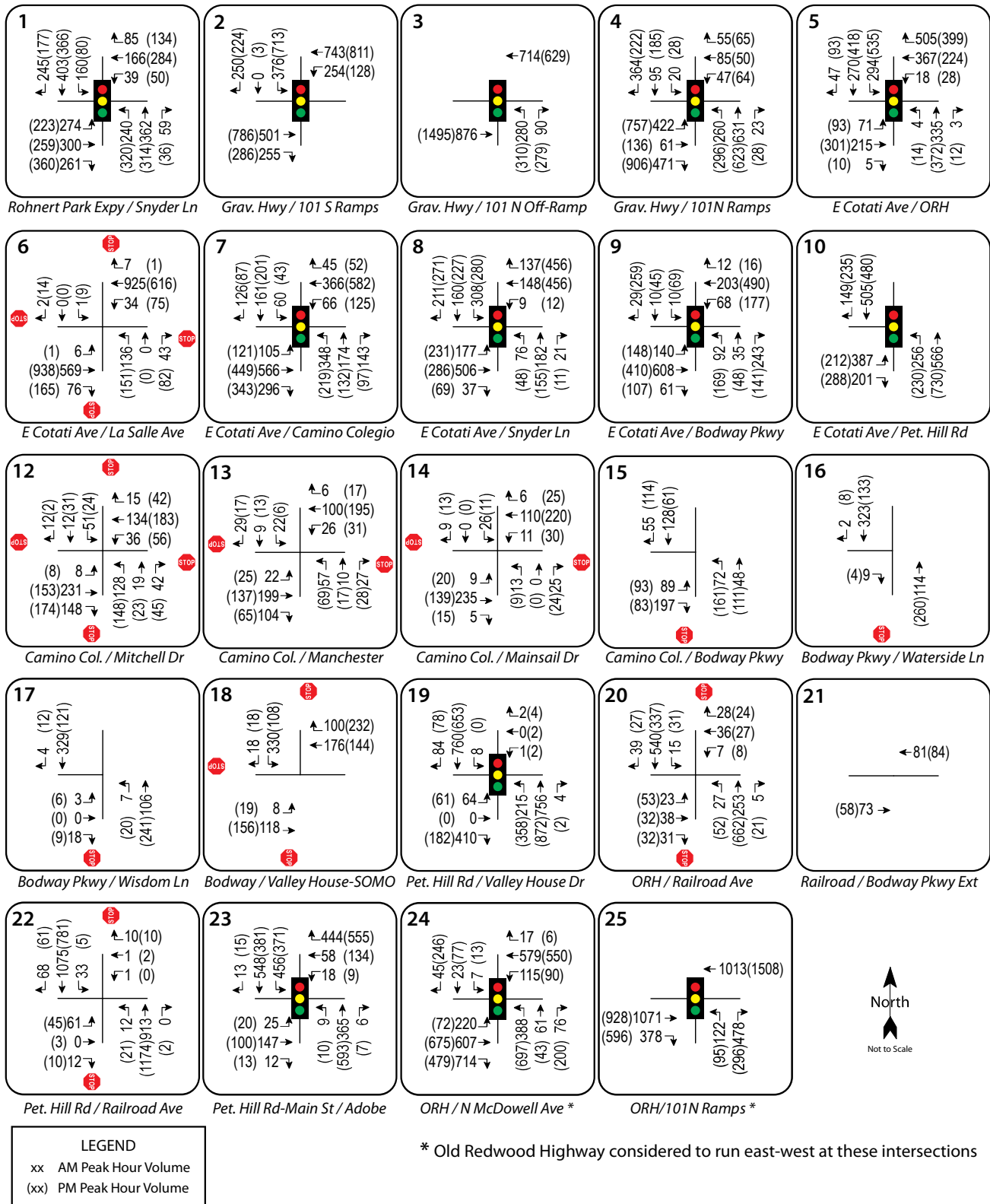
SOURCE: W-Trans 2019

FIGURE 4.4-9

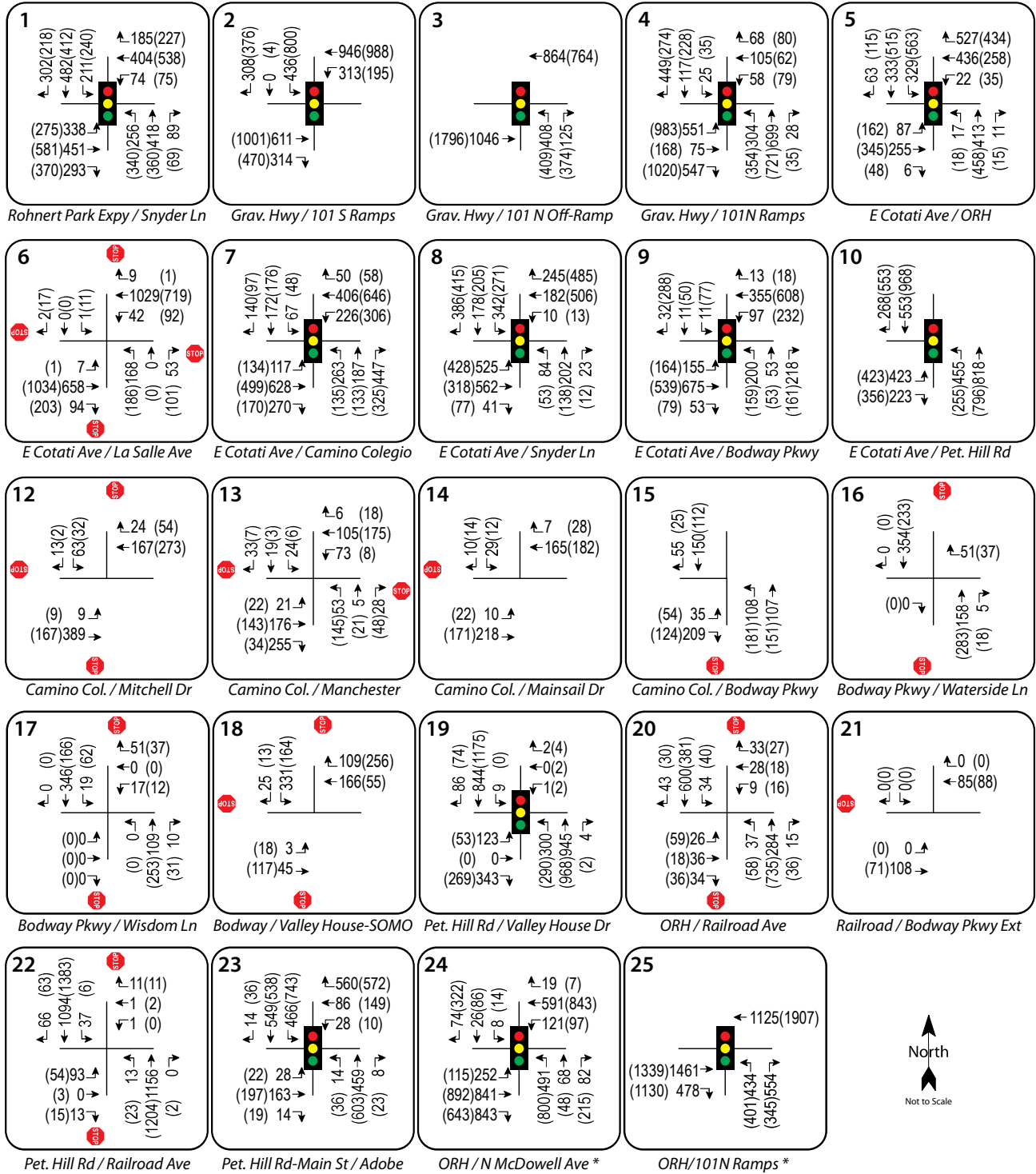
Existing plus Project Phase 1 Traffic Volumes with Bodway Extension

SOMO Village Project

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**LEGEND**  
 xx AM Peak Hour Volume  
 (xx) PM Peak Hour Volume

\* Old Redwood Highway considered to run east-west at these intersections



SOURCE: W-Trans 2019

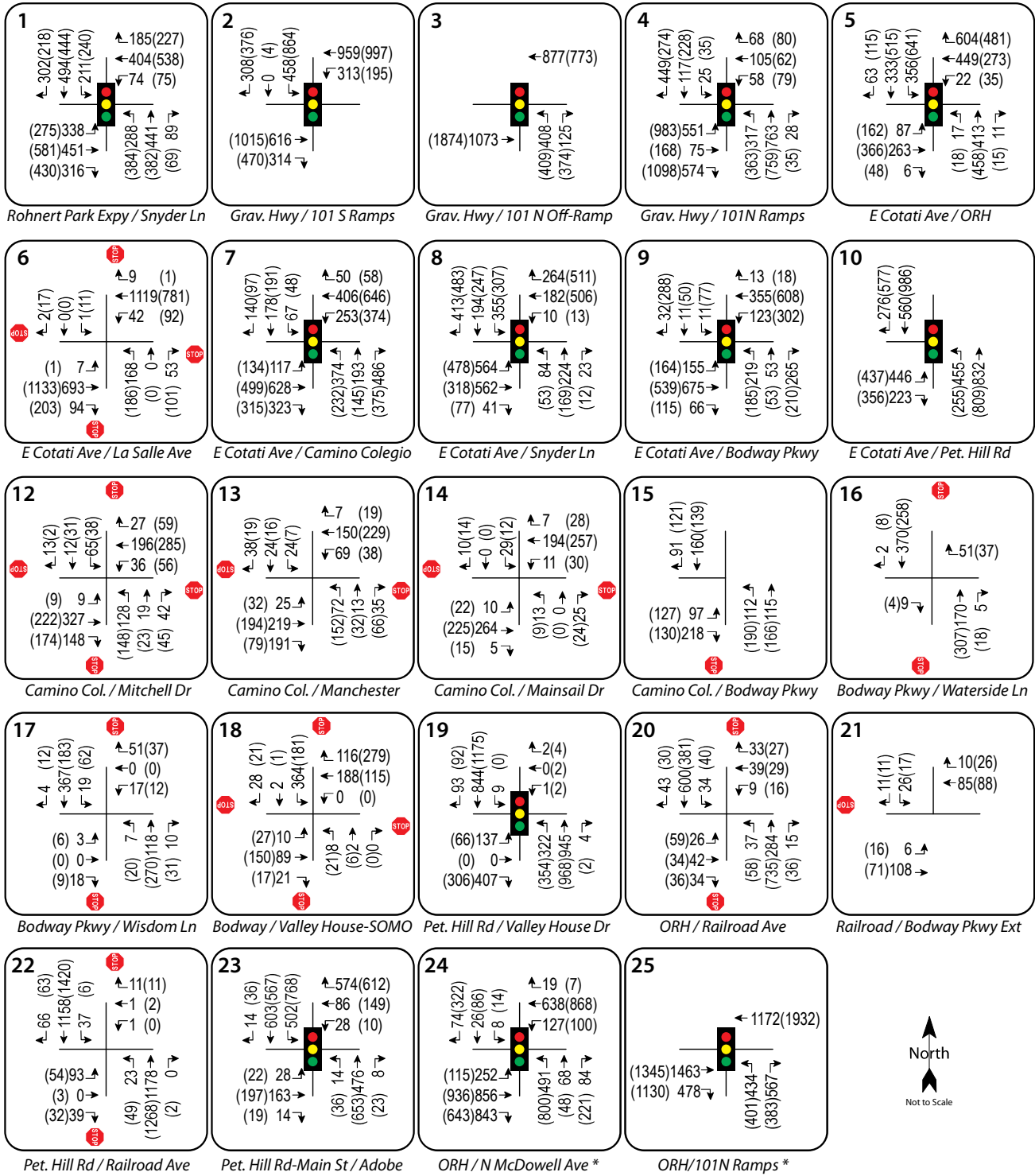
**FIGURE 4.4-11**

Future (No Project) Traffic Volumes

SOMO Village Project

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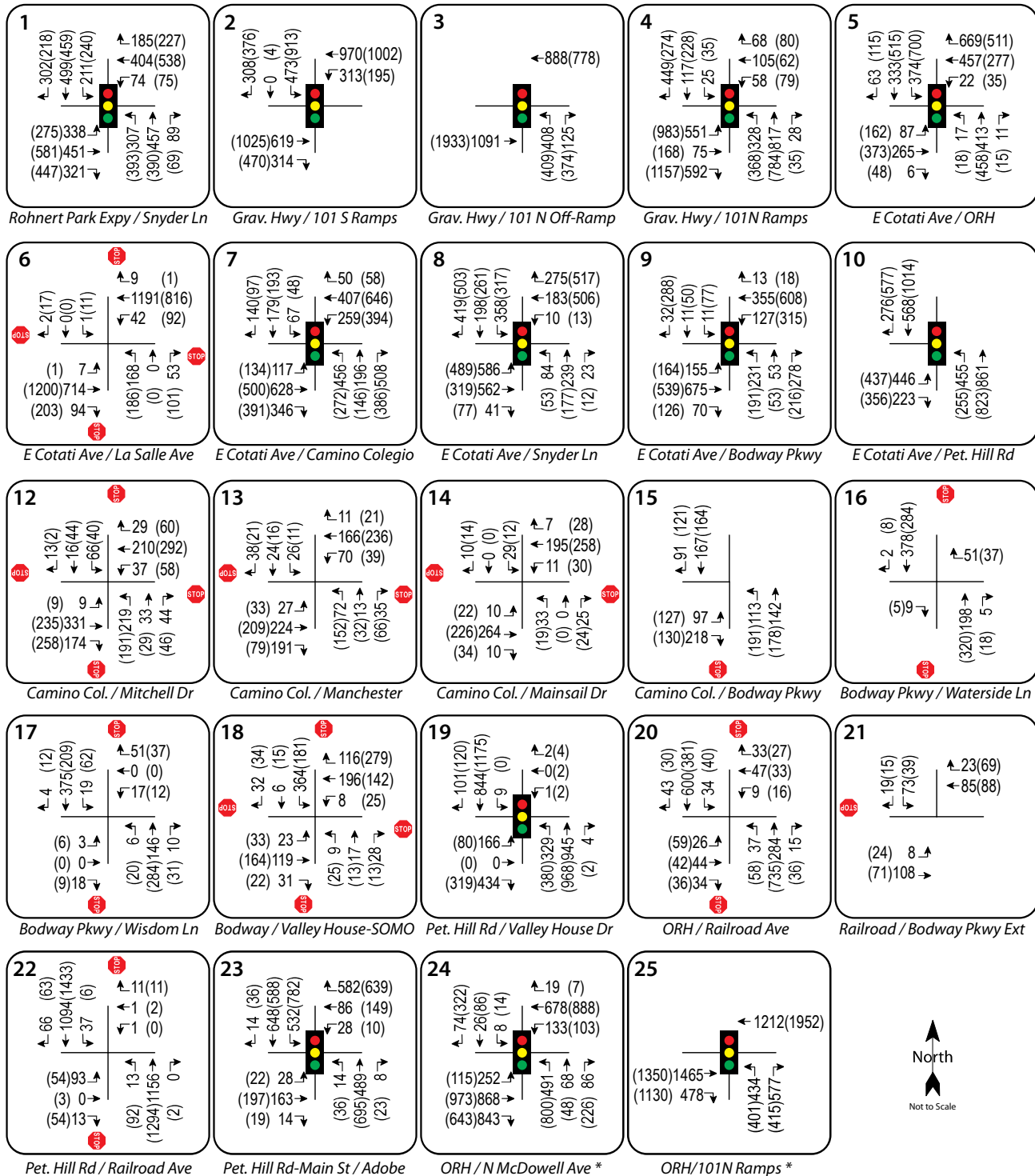
SOURCE: W-Trans 2019

FIGURE 4.4-12

Future plus Project Phase 1 Traffic Volumes with Bodway Extension

SOMO Village Project

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**LEGEND**  
 xx AM Peak Hour Volume  
 (xx) PM Peak Hour Volume

\* Old Redwood Highway considered to run east-west at these intersections

SOURCE: W-Trans 2019

**FIGURE 4.4-13**

Future plus Project Buildout Traffic Volumes

SOMO Village Project

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## Lighting

- SMART Path Lighting**  
Add pathway lighting between project and Cotati SMART station

## Paths

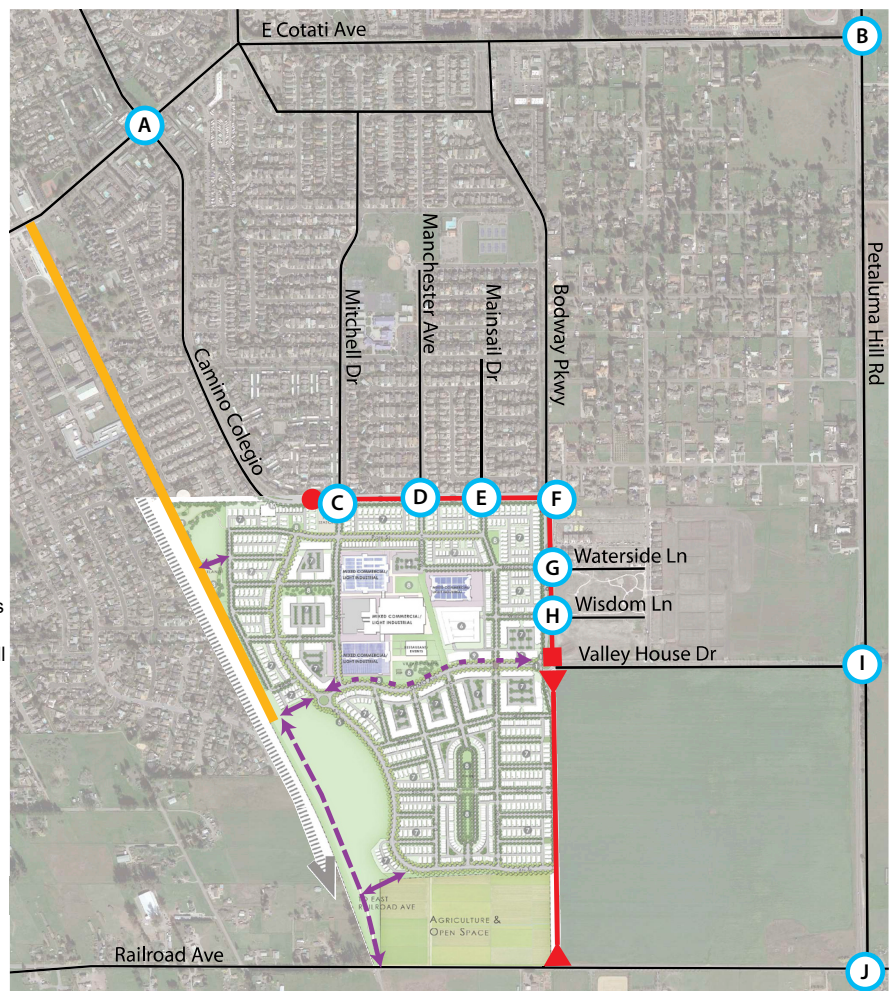
- SMART Path Extension**  
As part of Phase 1, extend path from SOMO Ave to Railroad Ave
- Laguna de Santa Rosa Trail**  
As part of Phase 1, construct off-street path between Bodway Pkwy and SMART Path
- SMART Path Connections**  
Add path connections in northwest project area, at SOMO Ave, and (upon development of Phase 2) in southern developed area

## Frontages

- Camino Colegio Project**  
Widen eastbound Camino Colegio to provide space for two travel lanes plus a bike lane, striping bike lanes between Bodway Pkwy and Mitchell Dr; construct new sidewalks on south side of the street
- Bodway Pkwy Phase 1**  
Construct new sidewalks on west side of the street
- Bodway Pkwy Phase 2**  
Construct street extension to Railroad Ave as part of Phase 2 including single lanes and bike lanes in each direction, and sidewalks on west side of the street

## Intersection Improvements

- |          |   |  |
|----------|---|--|
| <b>A</b> | <b>E Cotati Ave/Camino Colegio (#7)</b>       | Phase 1: Modify signal phasing. Phase 2: Widen eastbound approach to add right-turn lane and modify signal phasing   |
| <b>B</b> | <b>E Cotati Ave/Petaluma Hill Rd (#10)</b>    | Phase 2: Widen eastbound approach to add right-turn lane and modify signal phasing   |
| <b>C</b> | <b>Camino Colegio/Mitchell Dr (#12)</b>       | Add westbound left-turn pocket   |
| <b>D</b> | <b>Camino Colegio/Manchester Ave (#13)</b>    | Install all-way stop controls, add crosswalk on west leg, relocate bus stop to northwest intersection corner including widening of sidewalk and new transit shelters |
| <b>E</b> | <b>Camino Colegio/Mainsail Dr (#14)</b>       | Add westbound left-turn pocket   |
| <b>F</b> | <b>Camino Colegio/Bodway Pkwy (#15)</b>       | Modify eastbound approach to include separate left- and right-turn lanes plus a bike lane  |
| <b>G</b> | <b>Bodway Pkwy/Waterside Ln (#16)</b>         | Maintain raised median and restrictions to right-turns only  |
| <b>H</b> | <b>Bodway Pkwy/Wisdom Ln (#17)</b>            | Add northbound left-turn pocket and install high-visibility crosswalk crossing Bodway Pkwy   |
| <b>I</b> | <b>Petaluma Hill Rd/Valley House Dr (#19)</b> | Extend storage lengths in northbound left-turn & eastbound right-turn pockets, modify signal phasing   |
| <b>J</b> | <b>Petaluma Hill Rd/Railroad Ave (#22)</b>    | Signalize the intersection and widen the eastbound approach to add right-turn pocket   |



SOURCE: W-Trans 2019

**FIGURE 4.4-14**

Recommended Circulation Improvements to be completed by the Project

SOMO Village Project

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# 5 Other CEQA Considerations

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This chapter of the Supplemental EIR (SEIR) includes brief discussions regarding those topics that are required to be included in an EIR, pursuant to CEQA Guidelines, Section 15126.2.

## 5.0 Significant Irreversible Changes

Pursuant to Section 15126.2(c) of the CEQA Guidelines, an EIR must identify any significant irreversible environmental outcomes that could result from the implementation of a proposed project. These may include current or future uses of nonrenewable resources. CEQA requires that irretrievable commitments of resources should be evaluated to ensure that such current consumption is justified.

The criteria used in the prior approved project's 2010 EIR (prior EIR) to determine whether that project would result in significant irreversible environmental changes were:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- The project would involve a large commitment of nonrenewable resources; or
- The proposed consumption of resources would not be justified (e.g., the project involves the wasteful use of energy).

Because development of the prior approved project would result in a commitment of the project site to more intense urban development, restoration of the site to a less-developed condition was not feasible. Development as proposed in the prior approved project would lead to significant unavoidable impacts including (1) ozone precursors and particulate matter generation that would exceed the Bay Area Air Quality Monitoring District's emissions thresholds; (2) exposure of residential uses to permanent exterior traffic noise levels that would exceed City standards; and (3) the addition of project traffic that would cause certain road segments to operate at unacceptable conditions. These impacts could not be reduced to a less-than-significant level for the prior approved project and thus were considered irreversible environmental changes. As described in Chapter 2, development of the proposed project would result in slightly less residential development than was originally proposed (based on an increase in single-family detached residential units and a decrease in single-family attached, multi-family/mixed use units, and accessory dwelling units).

Additionally, the conversion of open and undeveloped lands to urban development as well as the commitment of nonrenewable energy and materials resources used for construction and operation proposed by the prior approved project constituted irreversible impacts. As described in Chapter 2, development of the proposed project would result in less developed park land, but an increase in open space – resulting in an overall increase in open and undeveloped lands. Visual change within the project area was determined to be irreversible because of the changes from open, undeveloped lands to urban development. Project construction involved the commitment of existing and expanded infrastructure facilities to serve future residents and workers. However, these irreversible environmental conditions were not identified as significant, adverse, and unavoidable impacts in the prior EIR.

As discussed in Section 2.4.7, *Sustainable Project Features*, a Sustainability Action Plan (SAP) was prepared for the prior approved project that is still applicable to the proposed project, which included goals such as requiring all buildings to be supplied by renewable energy, use of low environmental impact materials in construction, and reduction of carbon

dioxide emissions from travel to, from, and within the community. With respect to operational activities, compliance with regulations, SAP principles, mitigation measures, and relevant policies and conservation features ensured that natural resources were conserved to the extent possible. As noted in Chapter 2, Project Description, implementation of the SAP would likely reduce potentially significant project impacts (related to air quality/GHG, energy, transportation and utilities); however, this has not been quantified or included in this EIR analysis. Construction activities were determined to still result in the irretrievable use of nonrenewable resources, as explained below in Section 5.1.

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by accident conditions. As described in Section 3.6, *Hazards and Hazardous Materials* of this EIR, the prior approved project would involve the use, transport, storage, and disposal of hazardous wastes. However, these activities would comply with all applicable federal, state, and local laws and regulations relating to hazardous materials, which would significantly reduce the likelihood and severity of accidents that would potentially cause irreversible environmental damage. No change in compliance is anticipated for the proposed project.

In summary, the proposed project includes significant irreversible changes that are similar in nature to the prior approved project. With the exception of new transportation/traffic impacts discussed in Section 4.4, *Transportation*, there are no new impacts or significant increases in impact severity identified from the proposed project, compared to the prior approved project associated with significant irreversible changes, and no additional discussion of this topic is necessary.

## 5.1 Commitment of Nonrenewable Resources

Construction of the proposed project would involve consumption of building materials and energy, some of which are nonrenewable or locally limited natural resources (e.g., fossil fuels). Nonrenewable resources used for the proposed project would no longer be able for use for other purposes. Consumption of building materials and energy is common to development projects, and such commitments of resources are not unique or unusual to the proposed project. The main resource consumption of the proposed project would be of energy, fuel, and wood and metal building materials that would be used for construction of the buildings, as well as fuel and natural gas from construction vehicles. Development would not be expected to involve an unusual commitment of such resources, nor be expected to consume any such resources in a wasteful manner.

The prior EIR determined that uses of nonrenewable resources during the initial and continued phases of the prior proposed project would potentially be irreversible, as a large commitment of such resources makes removal or nonuse thereafter unlikely. Nonrenewable energy resources and non-recyclable materials resources used for the construction and operation of the proposed project, as well as existing and expanded infrastructure facilities such as electricity and water supply services to serve the project site residents and workers would result in an irreversible loss. However, with current and future new technologies and similar level of development anticipated, it is expected that the proposed project would have an equal if not reduced environmental footprint compared to the prior project, which was approved in 2010. For example, the 2019 Title 24 Building Energy Efficiency Standards, which will be effective January 1, 2020, will further reduce energy use compared to standards used to determine significance in the prior EIR. Additionally, new technology and more stringent standards related to motor vehicles would increase project sustainability compared to the prior approved project. Thus, the commitment of nonrenewable resources by the proposed project would be the same or less than what was identified in the prior EIR.

## 5.2 Growth Inducing Impacts

State CEQA Guidelines section 15126.2(d) requires an EIR to evaluate the potential growth inducing impacts of a proposed project. Specifically, an EIR must discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced in a number of ways, including eliminating obstacles to population growth, taxing existing community service facilities and requiring construction of new facilities causing environmental effects, or by encouraging and/or facilitating other activities that could induce growth. Direct growth occurs on a project site and within the facilities to be constructed, while indirect growth occurs beyond the project site. The analysis of growth inducement in the prior EIR encompassed four areas of discussion: employment, housing and population, infrastructure and public services, and the Urban Growth Boundary (UGB).

### Employment

The prior EIR concluded that the rate of job growth from the prior approved project would generally be proportional to the rate of project development anticipated under the City's Growth Management Program. It was also determined that the prior approved project would be consistent with the types of jobs to be created, labor force availability, and similar expectations laid out by the City. As discussed in this SEIR, there are no new or more severe impacts related to employment than what was identified in the prior EIR. The rate of job growth, types of jobs and employment, and similar factors would not be significantly altered by the proposed project. As described in Table 5-1, the overall number of jobs generated is anticipated to be less for the proposed project compared to the prior approved project, but the number of jobs generated on-site are anticipated to be greater. Direct employment growth from the project would also lead to secondary employment growth, generated by increased economic activity. It was determined that secondary employment growth would continue to be consistent with the City's goals. Project construction would be expected to employ construction workers living nearby, and no significant labor pool from outside the Bay Area would be anticipated.

**Table 5-1. Employment**

	Proposed Project	Prior Approved Project	Metric Change
Total Jobs Generated	3,815 <sup>a</sup>	4,414 <sup>a</sup>	-599
Jobs Generated Off-Site	N/A	1,198	N/A
Jobs Generated On-Site	3,175	2,576	+599
Temporary Construction Jobs	640	640	0

**Source:** Sonoma Mountain Village Draft EIR, 2009 and Table 6 of the Final Development Plan, 9/13/19.

## Housing and Population

The primary increase in population from the proposed project would directly stem from the construction of new housing. The proposed project would introduce 1,750 new residential units, including single-family attached and detached, multi-family and mixed use, and ADUs. This is a net decrease in 142 overall residential units from the 1,892 total proposed in the prior approved project, with an increase in single family detached units and decrease in single family attached, multi-family and mixed use, and ADUs. Using the same multiplier of 2.62 persons per household (excluding ADUs or secondary dwelling units), the proposed project is anticipated to generate 4,432 residents, which is the exact same number than was estimated for the prior approved project.

The prior EIR states that the prior approved project would be required to comply with the growth management goals and policies contained in the General Plan, thus aligning the pace of development with the ability for utility providers to supply adequate service. Secondary housing and population growth would occur as a result of new employees working at the site, as they may choose proximate residential locations in the City (including the project site). The prior EIR determined that the prior approved project was “growth accommodating,” meaning that it would meet the demand for housing resulting from an increase in employment on the site. The proposed project is similar to the prior approved project, sufficiently enough to conclude that housing and population growth inducement would not be significantly increased. The proposed project would also be required to comply with the applicable General Plan policies and pace development such that there would be adequate services provided to meet demand.

## Infrastructure and Public Services

Growth may be induced by the provision of new infrastructure, such as roads, storm drainage, and energy. Accordingly, project growth inducement would potentially be significant if infrastructure improvements exceed the capacity to accommodate the project. The proposed project would construct a new water tank (relocated water tank), adjacent to Tank #8 which is currently being built for the UDSP. The relocated water tank would have capacity to serve projects other than the proposed project. However, rather than inducing growth, the relocated water tank is part of a larger City strategy to address and accommodate planned, programmed, and future water demand in the City. Infrastructure improvements are planned to serve the conversion of undeveloped land to urban development in the southern portion of the project site, appropriately sized to meet anticipated development (see Appendix A, Final Development Plan [Appendix B. Municipal Services Plan]). To the extent that the proposed project would induce population growth, there would also be a corresponding increase in the demand for public services such as police and fire protection. The prior EIR concluded that there would be no significant impact from the prior approved project, as the project would not in and of itself inhibit the reasonable provision of these services. Similarly, and described in this SEIR, there are no new or increased impacts related to infrastructure and public services as a result of the proposed project. Similar to the prior EIR, the proposed project maintains the provision for a future civic use (identified in Chapter 2, Project Description as a Public Safety Facility site (Fire Station)) planned to be 5,500 square feet on 0.75 acres.

### Growth and the Urban Growth Boundary

Development of the proposed project would occur within current City limits and the City's UGB as defined in the City's General Plan. All urban development must be located within the UGB, and growth within the UGB is anticipated to be consistent with the General Plan. The prior EIR determined that the prior approved project is consistent with relevant General Plan policies regarding the UGB and would not induce substantial growth outside of its boundary. The proposed project is located within the UGB in the same area as the prior approved project and would not introduce any new uses or activities that would induce increased outside growth compared to the prior approved project. There is no existing housing that would be removed or planned at the relocated water tank site, so the relocated water tank is not discussed further as it relates to growth, consistency with the General Plan, or the UGB.

## 5.3 Energy Consumption

In order to assure that energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential energy impacts of a project, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code Section 21100(b)(3)). According to Appendix F of the CEQA Guidelines, the goal of conserving energy implies the wise and efficient use of energy including: (1) decreasing overall per capita energy consumption; (2) decreasing reliance on natural gas and oil; and (3) increasing reliance on renewable energy sources.

The proposed project would include residential, commercial, and industrial development, and thus would result in a commitment of energy resources associated with maintaining the proposed development over the lifetime of the buildings. A portion of the energy demand required of the proposed project would be supplied by non-renewable resources such as fossil fuels. Energy demands associated with operation of the proposed project are discussed in greater detail in Section 3.16, *Energy*. Section 3.16, *Energy*, of the SEIR concludes that, although the proposed project operations would involve an increase in energy consumption, the proposed project would comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. The proposed project would conform to the State's Title 24 energy conservation standards, including the upcoming 2019 update which will include stricter energy conservation measures, and the SAP which includes further measures for energy reduction. Accordingly, the proposed project would not be considered to result in a wasteful, inefficient, or unnecessary usage of energy. Therefore, while the proposed project would involve the use of nonrenewable resources, the proposed project's use of such resources would not place an unreasonable burden on future generations. No increases in inefficiencies or unnecessary energy consumption are expected to occur as a direct or indirect consequence of the Project. No mitigation measures would be necessary to offset energy consumption.

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# 6 Alternatives

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## 6.0 Introduction

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) describe a reasonable range of project alternatives that would feasibly attain most of the basic objectives of the project but would avoid or lessen any significant environmental impacts. EIRs are also required to evaluate the comparative merits of the alternatives. An EIR is not required to evaluate the environmental impacts of alternatives at the same level of detail as the proposed project, but it must include enough information to allow meaningful evaluation, analysis, and comparison with the proposed project. This chapter of the EIR describes and evaluates project alternatives and implements the requirements set forth in the CEQA Guidelines for alternatives analysis.

An EIR “must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation” (14 CCR 15126.6[a]). The alternatives discussion is required even if these alternatives “would impede to some degree the attainment of the project objectives, or would be more costly” (14 CCR 15126.6(b)). The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact “feasible.” The final decision regarding the feasibility of alternatives lies with the decision maker for a given project who must make the necessary findings addressing the feasibility of alternatives for avoiding or substantially reducing a project’s significant environmental effects (California Public Resources Code Section 21081; see also 14 CCR 15091).

CEQA Guidelines Section 15163(b) states that a Supplemental EIR (SEIR) “need only contain the information necessary to make the previous EIR adequate for the project as revised.” The SEIR is required to evaluate only the changes in the project, changes in circumstances, or new information that led to the preparation of the further EIR.

The 2010 EIR (prior EIR) for the prior approved project determined that except for significant unavoidable impacts (project-specific and cumulative) related to generation of emissions (refer to Sections 3.2-2 and 3.2 of the prior EIR), increases in exterior traffic noise levels (refer to Sections 3.9-2 and 3.9-4 of the prior EIR), population increases (refer to Section 3.11-1 of the prior EIR), and traffic impacts (refer to Sections 3.13-2 through 3.12-5, and 3.13-5 through 3.13-13 of the prior EIR), all impacts could be avoided or reduced to a less-than-significant levels by incorporation of the mitigation measures contained in that document.

This SEIR has determined that for most environmental topics (discussed in Chapter 3), the proposed project would result in substantially similar impacts as what was previously analyzed. This SEIR focuses on supplementing the prior EIR with new information related to traffic and transportation, specifically related to potential impacts associated with development of the project (and potential secondary impacts) and impacts related to the relocated water tank (as discussed in Chapter 4).

The proposed project is consistent with the objectives of the prior approved project, and would not result in significant effects substantially different than those addressed in the prior EIR. Because a SEIR need only contain the information necessary to make the previous EIR adequate for the project as revised, the alternatives selected for the proposed project have not changed from what was previously studied.

## 6.1 Project Objectives

The primary objectives of the proposed project are set forth in Chapter 2, Project Description, of this SEIR.

Project objectives, as stated by the project applicant include::

- To Help Fulfill the City of Rohnert Park's Development Goals
- To Reduce Greenhouse Gas Emissions as Compared to Standard Development Practice
- To Reduce Water Use and Impacts as Compared to Standard Development Practice
- To Create a Replicable Model for Sustainable Development
- To Create Jobs in Diverse Sectors Including Green Jobs
- To Increase Revenues to the City
- To Improve Public Safety
- To Provide Community Retail and Services
- To Create a Local Village Center
- To Enhance Housing Opportunities
- To Provide Parks and Recreational Facilities
- To Provide Pedestrian-Friendly Neighborhoods and Access to Transit<sup>1</sup>

Additionally, the Rohnert Park General Plan provides a foundation for the proposed project and includes relevant goals, policies and objectives. These goals, policies, and objectives are provided in Chapter 2, *Project Description*.

## 6.2 Alternatives Analysis

This section briefly describes the alternatives that were considered in the prior EIR for the prior approved project and their applicability as alternatives to the proposed project.<sup>2</sup> This includes the No Project Alternative, which is a required element of an EIR pursuant to Section 15126.6(e) of the CEQA Guidelines that examines the environmental effects that would occur if the project were not to proceed.

None of the alternatives considered in the prior EIR included an off-site water tank. Based on the analysis of this SEIR, the provision of a relocated water tank to any of these alternatives would not result in new significant impacts. Under the No Project/No Development, No Project/General Plan Buildout, and Reduced Density alternatives, there would be likely be a reduced demand for water supply compared to the proposed project and/or other alternatives discussed. However, this reduction in demand is not anticipated to, with the exception of the No Project/No Development Alternative, eliminate the need for the relocated water tank.

<sup>1</sup> The objectives of the prior approved project have been omitted or revised for the proposed project.

<sup>2</sup> The three (3) Alternatives Considered and Dismissed from Further Consideration in the prior EIR, have not been discussed further in this SEIR. No circumstances have changed that would make those alternatives result in fewer environmental effects or improve their ability to meet most of the basic objectives of the proposed project. Thus they are not considered further or discussed in this SEIR.

**No Project/No Development Alternative.** Under the No Project/No Development Alternative there would be no proposed project. There could be an adaptive reuse of the existing buildings on the project site, and the current office use would be expected to continue. There would be no introduction of new land uses to the project site. The No Project/No Development Alternative would continue the current zoning. Additional site grading, building construction, provision of additional utility services, changes in site drainage, or changes in visual conditions could be allowed, consistent with current zoning. In the absence of another land use application, the project site would continue to remain as it is in the foreseeable future. There would be limited changes in traffic conditions associated only with adaptive reuse of the existing buildings. The southern portion would remain vacant. Under this alternative, the project site would, continue to be under-utilized, and the environmental impacts that could result would vary in concert with the level of development density and land use mix implemented. Under this scenario, there would be limited potential for redevelopment of the project site. This alternative would meet some of the project objectives, but would not meet the project applicant's objectives specifically to provide housing opportunities within the City, or create an example of sustainable development. This alternative would not offer opportunities to enhance implementation of the General Plan Housing Element goals and policies.

**No Project/General Plan Buildout Alternative.** The No Project/General Plan Build Alternative would develop the site as originally approved by the City under the P-D zoning. This would result in more intense development than what is proposed under the No Project/No Development Alternative or the proposed project. New off-site households generated as a result of increased job opportunities would exacerbate the potential for urban expansion (impacts related to air quality, population/housing, climate change would likely be greater). This alternative would meet most of the project objectives. However, this alternative would not offer any advantage from an environmental standpoint.

**All Residential Development Alternative.** Under the All Residential Development Alternative, the project applicant would need to seek a zoning change and implement a conventional single-family residential development. This would meet some of the project applicant's objectives related to housing opportunities, but it would not encourage local jobs/adaptive reuse of the existing buildings. This alternative could result in population different than what was originally planned. It is anticipated under this alternative there could be an increase in traffic (related to daily in- and out-commuting during AM and PM peak hours) resulting in the potential for an increase in air quality emissions and noise impacts. This alternative would meet most of the project objectives. However, without any commercial/industrial development, there would be no productive effort to establish a reasonable jobs/housing balance to reduce out-commuting, therefore resulting in a potential increase in vehicle trips.

**Reduced Density Alternative.** The proposed project is a Reduced Density Alternative, in comparison to the prior approved project. However, in the prior EIR, this alternative was included to mitigate the significant level of service (LOS) impacts on U.S. 101, reducing the number of residents to 101 single-family units and 64,500 sf of office space. It would also reduce project-generating traffic air quality impacts and noise impacts to East Railroad Avenue. To meet this both residential and commercial office land uses would be reduced. This would result in a lessening of noise impacts as well. This alternative would not meet the project applicant's objectives of creating a model of sustainable development and would be inconsistent with General Plan Housing Element goals of providing options for housing/a range of housing types. However, this alternative would meet most of the other project objectives, and would avoid potential noise and traffic impacts.

**High Density Residential/Open Space Alternative.** The High Density Residential/Open Space Alternative consists of a revised land use plan that increases the number of proposed homes to 2,600 units and eliminates commercial/office component. It also increases open space to provide improved recreational access and scenic view corridors (biological/cultural resources benefit because of greater open space). An increased number of residents under this alternative would result in greater impacts related to services, utilities, and population and

housing impacts, and less impacts related to in- and out-commuting, and therefore potential traffic and noise impacts. Otherwise, impacts compared to the proposed project are anticipated to be less. This alternative would meet most of the project objectives, however it would fail to fully execute efforts to implement the project applicant's objectives of creating a model of sustainable development due to the distance between residential development and jobs on site. Thus, ideal jobs/housing balance would not be achieved.

## 6.3 Environmentally Superior Alternative

Sections 21002 and 21081 of CEQA require lead agencies to adopt feasible mitigation measures or a feasibly environmentally superior alternative in order to substantially lessen or avoid otherwise significant adverse environmental effects, unless specific social or other conditions make such mitigation measures or alternatives infeasible. CEQA regulations prevent consideration of the “no project” alternative as the environmentally superior alternative.

Similar to the prior EIR, the environmentally superior alternative would be the Reduced Density Alternative. It would avoid significant noise impacts projected along East Railroad Avenue and increased traffic impacts related to LOS impacts. However, this alternative would be expected to impede implementing various objectives of the proposed project as previously enumerated by the project applicant.

# 7 List of Acronyms

Acronym/Abbreviation	Definition
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADI	area of direct impacts
ADU	Accessory Dwelling Unit
AFA	Acre-feet annually
AMI	Area Median Income
APN	Assessor Parcel Number
AR	Agriculture and Residential
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
CARB	California Air Resources Board
CBC	California Building Code
CCAP	Sonoma County Community Climate Action Plan
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Rohnert Park
CMP	construction management plan
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
County	Sonoma County
CRHR	California Register of Historic Resources
CRPUSD	Cotati-Rohnert Park Unified School District
CTS	California Tiger Salamander
CWA	Clean Water Act
dBA	A-weighted decibels
DPM	Diesel Particulate Matter
DPR	Department of Parks and Recreation
DPS	distinct population segment
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FDP	Final Development Plan, Final Drainage Plan
FESA	federal Endangered Species Act
GGT	Golden Gate Transit
GHG	Greenhouse Gas
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
ITE	Institute of Transportation Engineers
L <sub>dn</sub>	Day-Night Sound Level
LED	Light emitting diode

Acronym/Abbreviation	Definition
LEED	Leadership in Energy and Environmental Design
LOS	level of service
main project site	the 176-acre main project site
MLD	most likely descendant
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MW	Megawatt
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NCHRP	National Cooperative Highway Research Program
NMFS	National Marine Fisheries Service
NOD	Notice of Determination
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OHP	Office of Historic Preservation
O&M	Operation & Maintenance
P-D	Planned Development zoning designation
PFFP	Public Facilities Finance Plan
PG&E	Pacific Gas & Electric
PM <sub>10</sub>	particulate matter
prior approved project	Sonoma Mountain Village Project
prior EIR	2010 Sonoma Mountain Village Project EIR
project applicant	SOMO Village, LLC
proposed project	SOMO Village Project
REC	Recognized Environmental Condition
relocated water tank site	where off-site water tank is located, on County land adjacent to Tank #8
RWCQCB	North Coast Regional Water Quality Control Board
SAP	Sustainability Action Plan
SB	State Bill
SCDPW	Sonoma County Department of Public Works
SCH	State Clearinghouse
SCTA	Sonoma County Transit Agency
SCWA	Sonoma County Water Agency
SCWMA	Sonoma County Waste Management Agency
SEIR	Supplemental EIR
SLF	Sacred Land File
SMART Train	Sonoma Marin Area Rapid Transit Train
SR	Scenic Resources
SR-	State Route
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TIA	traffic impact analysis

Acronym/Abbreviation	Definition
TRB	Transportation Research Board
UBC	Uniform Building Code
UDSP	University District Specific Plan
UGB	Urban Growth Boundary
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VMT	vehicle miles traveled
UWMP	Urban Water Management Plan
WSA	Water Supply Assessment
XPI	Extended Phase I Report

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# 8 Report Preparation

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