

Final Supplemental Environmental Impact Report and Mitigation Monitoring and Reporting Program Yolanda Avenue General Plan Amendment Project

State Clearinghouse No: 2012022076

City of Santa Rosa • July 18, 2012



Michael Brandman Associates

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San Ramon, CA 94583

FINAL
Supplemental Environmental Impact Report and Mitigation
Monitoring Reporting Program
Yolanda Avenue General Plan Amendment Project
City of Santa Rosa, Sonoma County, California

State Clearinghouse No. 2012022076

Prepared for:



City of Santa Rosa
Community Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
707.942.2827

Contact: William Rose, Senior Planner, AICP

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Grant Gruber, Project Manager



July 18, 2012

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SECTION 1: INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of Santa Rosa, as the lead agency, has evaluated the comments received on the Yolanda Avenue General Plan Amendment Project. The responses to the comments and other documents, which are included in this document, together with the Mitigation Monitoring and Reporting Program, comprise the Final Environmental Impact Report (Final EIR), for use by the City of Santa Rosa Community Development Department, Planning Division in its review. The Draft SEIR is also part of the Final SEIR as noted below.

This document is organized into four sections:

- **Section 1 – Introduction.**
- **Section 2 – Responses to Comments:** Provides a list of the agencies, organizations, and individuals that commented on the Draft SEIR. Copies of all of the letters received regarding the Draft SEIR and responses thereto are included in this section.
- **Section 3 – Errata:** Includes an addendum listing refinements and clarifications on the Draft EIR, which have been incorporated.

Because of its length, the text of the Draft SEIR is not included with these written responses; however, it is included by reference in this Final EIR. None of the corrections or clarifications to the Draft SEIR identified in this document constitutes “significant new information” pursuant to Section 15088.5 of the CEQA Guidelines. As a result, a recirculation of the Draft SEIR is not required.

The Final EIR includes the following contents:

- Draft Supplemental EIR, dated May 16, 2012 (provided under separate cover)
- Draft Supplemental EIR appendices (provided under separate cover)
- This document (Sections 1, 2, and 3)
- Appendix A: Mitigation Monitoring and Reporting Program

SECTION 2: RESPONSES TO COMMENTS

2.1 - List of Commenters

2.1.1 - Written Comments

A list of public agencies, organizations, and individuals that provided comments on the Draft EIR is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Commenter	Commenter Code
State Agencies	
California Department of Transportation (Caltrans)	CALTRANS
Local Agencies	
Bay Area Air Quality Management District.....	BAAQMD
Private Organizations	
Mark Wolfe, M.R. Wolfe & Associates, P.C. (On behalf of California Healthy Communities Network and Sonoma County Living Wage Coalition).....	WOLFE

2.1.2 - Verbal Comments from Santa Rosa Planning Commission Meeting, June 28, 2012

Vicki Duggan, Planning Commissioner	DUGGAN
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2.2 - Responses to Comments

2.2.1 - Introduction

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of Santa Rosa, as the lead agency, evaluated the comments received on the Draft EIR (State Clearinghouse No. 2012022076) for the Yolanda Avenue General Plan Amendment Project, and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final EIR for the project in accordance with CEQA Guidelines Section 15132.

2.2.2 - Comments and Responses

The comment letters reproduced in the following pages follow the same organization as used in the List of Commenters.

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY OF SANTA ROSA EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

100 SANTA ROSA AVE., STE 5
SANTA ROSA, CA 95404

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

JUN 22 2012

DEPARTMENT OF
COMMUNITY DEVELOPMENT
PLANNING DIVISION



Flex your power!
Be energy efficient!

June 22, 2012

SON1011043
SON-101-18.49
SCH 2012022076

Mr. Bill Rose
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95402-1678

CALTRANS
Page 1 of 2

Dear Mr. Rose:

Yolanda Avenue General Plan Amendment – Draft Supplemental Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The following comments are based on the Draft Supplemental Environmental Impact Report (DSEIR)...

CALTRANS
- 1

Traffic Safety and Highway Operations

As stated in the Caltrans letter dated March 14, 2012 for the Notice of Preparation, Caltrans anticipates adverse impacts on US-101 if and when an intensification of traffic-generating development occurs due to the proposed policies at the project site. The DSEIR's Traffic Impact Study (TIS) as submitted does not address the project's impact to the State highway facilities.

To identify the project impacts to US-101 at Yolanda Avenue, please include:

- 1) The projected delays for each approach of the studied intersections, and
- 2) The results of the queue length analyses for the US-101 on-ramp and off-ramp intersections. Please includes a 95th percentile queuing analysis.

CALTRANS
- 2

Otherwise, with "no physical development... currently proposed at either the Yolanda Avenue site or the housing replacement sites" (DSEIR page 3.5-1), potential impacts to the operations of the US-101 mainline, on-ramps and off-ramps, and intersections adjacent to the on-ramps and off-ramps must be properly analyzed at the development project level.

In addition, Caltrans strongly concurs with the assessment in the TIS that "given the (Yolanda Avenue) site's proximity to major intersections, the connections on Santa Rosa Avenue would likely need to have access restrictions such as right-turn in and out only" (TIS page 6). Otherwise, the potential traffic conflicts would likely result in traffic collisions.

CALTRANS
- 3

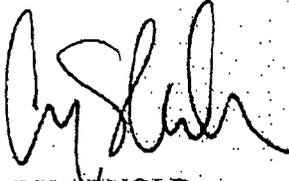
Mr. Bill Rose/City of Santa Rosa
June 22, 2012
Page 2

CALTRANS
Page 2 of 2

Should you have any questions regarding this letter, please call Connery Cepeda of my staff at 510-286-5535.

CALTRANS
- 4

Sincerely,



GARY ARNOLD
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan (State Clearinghouse)

State Agencies

California Department of Transportation (CALTRANS)

Response to CALTRANS-1

The commenter provided introductory remarks regarding the environmental review process.

The comment is acknowledged and requires no further response.

Response to CALTRANS-2

The commenter stated that Caltrans anticipates adverse impacts on U.S. 101 when traffic-generating development occurs at the site as a result of the proposed project. The commenter further stated that the additional traffic analysis is needed to address the project's impact to state highway facilities. However, the commenter then acknowledges that with no physical development proposed, potential impacts to the operation of the U.S. 101 mainline, on-ramps and off-ramps, and intersections adjacent to the on-ramps and off-ramps must be properly analyzed at the development project level.

As stated in the SEIR, although no specific development is proposed at this time, the project previously analyzed in the Lowe's EIR is a reasonably foreseeable use at the Yolanda Avenue site. While traffic impacts for the previously proposed Lowe's project were found to be significant and unavoidable, traffic impacts for the proposed project analyzed under the SEIR were found to be less than significant because the proposed change in General Plan land use designations would generate a small addition of traffic. The impact of these trip generation differences would be considered less than significant.

As noted in the SEIR, the SEIR only provides CEQA coverage for the land use designation changes contemplated for the Yolanda Avenue site and the housing replacement sites. Any proposals for new construction on any of these sites would be subject to the appropriate development review process. Accordingly, the additional detailed traffic analysis requested by the commenter would occur at the time of specific development proposal submittal for the Yolanda Avenue site. Further, an end user would likely be known at that time for the Yolanda Avenue site so that the detailed level of traffic analysis requested could be accurately prepared.

Response to CALTRANS-3

The commenter concurred with the assessment in the traffic impact study that given the Yolanda Avenue site's proximity to major intersections, the connections on Santa Rosa Avenue would likely need to have access restrictions such as right-turn in and out only.

The comment is acknowledged and requires no further response.

Response to CALTRANS-4

The commenter requested that the lead agency contact Caltrans if it has any questions regarding Caltrans's comments.

The lead agency acknowledges the comment and will contact Caltrans if clarification is needed.

From: Abby Young [ayoung@baaqmd.gov]
Sent: Wednesday, June 13, 2012 1:50 PM
To: Rose, William
Subject: Yolanda Ave GP Amendment

Hi William –

I'm reviewing the SEIR for the Yolanda Ave amendment and I noticed an inconsistency. In Chapter 3's discussion of consistency with the Air District's Clean Air Plan, TCM C-1 is listed (voluntary employer-based trip reduction programs) and the text states that mitigation measure AIR-1 requires new developments with more than 50 on-site employees to provide subsidized or free transit passes to employees. Also, under TCM C-3 it is mentioned that mitigation measure AIR-1 requires the City to work with large employers to create rideshare programs for employees. I didn't see either of these policies included in mitigation AIR-1, can you clarify?

Thanks very much.

Abby

Abby Young
Principal Environmental Planner
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109
(415) 749-4754

The trouble with Americans is that they haven't read the minutes of the previous meeting.

- Adlai Stevenson

Local Agencies

Bay Area Air Quality Management District (BAAQMD)

Response to BAAQMD-1

The commenter requested clarification regarding the inclusion of policies identified in TCM-C-1 and TCM C-3 in Mitigation Measure AIR-1.

Clarifying text has been added to address this issue as shown in Section 3, Errata of this document. Mitigation Measure AIR-1 has also been revised accordingly.

June 28, 2012

By E-Mail

City of Santa Rosa
Attn: Bill Rose, Senior Planner
Department of Community Development
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
Email: wrose@srcity.org

WOLFE
Page 1 of 3

**RE: Draft Supplemental Environmental Impact Report –
Yolanda Avenue General Plan Amendment Project**

Dear Mr. Rose,

Please accept the following comments on the above-referenced Draft Supplemental EIR (“DSEIR”), submitted on behalf of the California Healthy Communities Network and the Sonoma County Living Wage Coalition, organizations whose members include residents of the City of Santa Rosa.

WOLFE - 1

1. On June 19, 2012, the Santa Rosa City Council approved on first reading a General Plan amendment and set of zoning text amendments relating to grocery stores. Those amendments operate to permit some grocery stores “by right” in various commercial zoning districts in the City, depending on their size. The City Council deemed these amendments exempt from CEQA, so there has been no analysis of their potential environmental impacts.

The DSEIR for the Yolanda Avenue GPA does not reference these amendments, even though they were initiated in August, 2011. It is unclear whether and/or how these two changes in the City’s land use framework relate to one another, overlap, or contradict.

WOLFE - 2

CEQA requires an EIR to evaluate a project’s impacts, relationship to, and consistency with applicable land use planning policies and objectives. The current DSEIR should do so with regard to the recently approved grocery store amendments. Specifically, it should how this Project will affect or be affected by the grocery store GPA and zoning changes.

June 28, 2012
Page 2

2. Both the February, 2012 Notice of Preparation and the May, 2012 Notice of Availability of the DSEIR state:

“The General Plan land use changes themselves would not confer any entitlements or other approvals that would allow new construction to occur. Any development proposals that occur after the General Plan Amendment has been approved would be subject to additional environmental review.”

This statement suggests that any and all commercial development projects proposed for the Yolanda Avenue site in the future must necessarily undergo some additional form of CEQA review, *i.e.*, a negative declaration, mitigated negative declaration, EIR, or EIR addendum, within the context of some required discretionary approval.

By contrast, the actual DSEIR states:

“The General Plan land use changes themselves would not confer any entitlements or other approvals that would allow new construction to occur. Any development proposals that occur after the General Plan Amendment has been approved would be subject to the appropriate development review process.”

This latter statement suggests something quite different. As should be obvious, “appropriate development review” will not always or necessarily include “additional environmental review” under CEQA. The term could easily refer to purely ministerial plan-stamp approvals of building permits issued for uses allowed at the site “by right” which would not trigger any CEQA review at all. The concern is that even though the NOP, NOA, and DSEIR give the impression that all future projects will undergo some form of additional environmental review, that might not actually be the case at all.

The City should be very clear on this critical point, lest the public be misled into believing its environmental interests will be adequately protected in the context of future specific proposals and hence remain silent with regard to the current Project. Will there necessarily be further discretionary approvals and hence some form of environmental review for any specific project proposal at the Project site, or will there not? Does the City anticipate that some proposals may be permissible “by right” as a result of the Project and hence require only ministerial approvals?

If the answer is the latter, then the current DSEIR is gravely deficient in its impact analysis. Since the Project would allow virtually any commercial land use at the site, large and small, individually or in a group, the nature and extent of the reasonably foreseeable environmental impacts far exceeds the scope of the DSEIR’s discussion. Needless to say, different commercial operations can generate vastly disparate impacts on the environment, given different trip generation rates, delivery schedules, energy consumption, noise patterns, potential urban decay effects, etc. Whatever commercial use(s) ultimately chooses to locate at the Project site is likely to have environmental

WOLFE - 3

June 28, 2012
Page 3

impacts that were either not addressed at all in the Lowe's EIR or current DSEIR, or whose magnitude is substantially different.

WOLFE - 3
CONT

Given this common-sense reality, if there is any legal possibility that some future development proposal may escape further discretionary and/or environmental review, the City should inform the public of this unambiguously in the DSEIR.

3. The DSEIR states repeatedly that "no specific development is proposed at this time," though a home improvement store is a "reasonably foreseeable" use.

The City should disclose whether and to what extent it has been approached by, or is cooperating with, any developers or commercial retailers in connection with the Project. Which commercial uses have expressed interest in locating at the site? Does the City have knowledge of any specific development proposals that might eventuate if the Project is approved? If for any reason the City feels constrained from disclosing the names of specific companies, developers, or end users, please indicate the commercial use category instead (*e.g.*, home improvement warehouse, general merchandise store, grocery outlet, warehouse club, generic shopping mall, etc.).

WOLFE - 4

Thank you for the opportunity to comment on this document.

WOLFE - 5

Yours sincerely,

M. R. WOLFE & ASSOCIATES, P.C.



Mark R. Wolfe

MRW:am

cc: City Clerk (email to: tgriffin@srcity.org)

Private Organizations

Mark Wolfe, M. R. Wolfe & Associates, P.C. (on behalf of California Healthy Communities Network and Sonoma County Living Wage Coalition) (WOLFE)

Response to WOLFE-1

The commenter provided introductory remarks.

The comment is acknowledged and requires no further response.

Response to WOLFE-2

The commenter requested clarification regarding the City's recently approved General Plan Amendment and zoning text amendments concerning grocery stores as they relate to potential impacts on the proposed project.

The Draft SEIR consistently states that the document only provides CEQA coverage for the land use designation changes contemplated for the Yolanda Avenue site and the housing replacement sites. Any proposals for new construction on any of these sites would be subject to the appropriate development review process. As stated in the Draft SEIR, the Yolanda Avenue site's General Plan land use designation would be changed to Retail and Business Services, while the site's zoning designation would remain General Commercial (CG).

Currently, large grocery stores are not allowed on sites zoned CG General Commercial unless the site is also designated as a Community Shopping Center by the General Plan. "Specialty foods grocery" of any size is allowed as a permitted use. The recently approved changes would allow small grocery stores as a permitted use, and would allow large grocery stores to be considered through a Conditional Use Permit (CUP) process. Similarly, large grocery stores may be considered within the Retail and Business Services land use designation through the CUP review process.

In conclusion, if a grocery store were proposed at the Yolanda Avenue site, appropriate development review would occur at the time of specific development application submittal. Until such time, analysis of a specific grocery store proposal for the Yolanda Avenue site would be speculative.

Response to WOLFE-3

The commenter requested clarification regarding the need for future development projects to undergo additional environmental review.

As stated in the Draft SEIR, the Yolanda Avenue site is analyzed at the project-level while the housing replacement sites are analyzed at the program-level. Any future specific development proposals would be reviewed in light of applicable City standards, and, to the extent that a development proposal would require discretionary approval by the City, it would be considered a project under CEQA and analyzed accordingly.

The type of additional environmental review required would be dependent upon the nature of the development project. The Lowe's FEIR and this SEIR have adequately addressed the potential impacts concerning the Yolanda Avenue General Plan Amendment Project, including the possibility of a development proposal such as that which was analyzed in the Lowe's EIR.

In summary, the lead agency has determined that the Draft SEIR complies with the requirements of CEQA based upon the responses to the comments above. Further, it has been determined that no substantial revisions are required.

Response to WOLFE-4

The commenter requested that the City disclose which developers or commercial retailers, if any, have expressed an interest in locating at the Yolanda Avenue site. The commenter also requested that the City identify the commercial use category, if an end user is not known to the City or cannot be divulged, for the proposed project.

The City has not been approached by developers or commercial retailers in connection with the proposed project. Moreover, the City has no knowledge of a specific development proposal for the project sites. Based on this information, it is not possible to identify the names of specific companies, developers, or end users, or indicate the commercial use category as requested by the commenter.

Response to WOLFE-5

The commenter provided closing remarks.

The comment is noted and requires no further response.

Verbal Comments

Planning Commissioner Vicki Duggan

Summary of Commissioner Duggan's Comment from the Santa Rosa Planning Commission Meeting on June 28, 2012

Commissioner Duggan commented on Table 3.2-7 on page 3.2-19, which addresses the consistency analysis of the replacement housing sites. She noted that the Petaluma Hill Road housing replacement site would not have direct access to Petaluma Hill Road and traffic would have to go through the neighborhood.

Response to Commissioner Duggan's Comment

The Focused Traffic Analysis concluded that, given the volume and speed of traffic on Petaluma Hill Road, it is unlikely that future development could gain access directly to Petaluma Hill Road. Access to the housing replacement site would have to be provided either via an access easement through the property to the north (connecting to Yolanda Avenue) or through the existing subdivision to the south and west, which leads through Burt Street to connect with Santa Rosa Avenue.

While the traffic analysis suggests that it is unlikely that future development at the Petaluma Hill Road housing replacement site would have direct access to Petaluma Hill Road, the feasibility of such direct access would be determined at the time of submittal for a future specific development application proposal. Moreover, as recommended in the traffic analysis, access may be gained through an access easement through the property to the north connecting to Yolanda Avenue, which would not require traffic to go through the existing neighborhood to south and west. As such, access through the existing subdivision referred to by Commissioner Duggan would not necessarily be required.

Additionally, a lack of direct access to the housing replacement site from Petaluma Hill Road would not preclude the provision of pedestrian facilities, bicycle facilities, or transit stops as identified in General Plan Policy LU-A-1 in Table 3.2-7.

SECTION 3: ERRATA

The following are revisions to the Draft EIR. These revisions are minor modifications and clarifications to this document and do not change the significance of any of the environmental issue conclusions within the Draft EIR. The revisions are listed by page number. All additions to the text are underlined (underlined) and all deletions from the text are stricken (~~stricken~~).

Page 3.1-17, Paragraphs 4 and 6

The following minor changes are needed to achieve consistency with revised Mitigation Measure AIR-1.

- **TCM C-1 – Voluntary Employer-Based Trip Reduction Programs.** TCM C-1 supports voluntary efforts by Bay Area employers to encourage their employees to use alternative commute modes, such as transit, ridesharing, bicycling, walking, telecommuting, etc. Mitigation Measure AIR-1 ~~requires~~ encourages new developments with more than 50 onsite employees to provide subsidized or free transit passes to employees.
- **TCM C-3 – Ridesharing Services and Incentives.** TCM C-3 promotes ridesharing services and incentives through marketing ridesharing services, operating a rideshare information call center and website, and providing vanpool support services as well as encouraging other car-sharing programs. Mitigation Measure AIR-1 ~~requires~~ encourages the City to work with large employers in Santa Rosa to create rideshare programs for employees.

Page 3.1-21, Mitigation Measure AIR-1

The following minor changes to Mitigation Measure AIR-1 have been made to achieve consistency with the changes discussed above.

- MM AIR-1** Prior to issuance of any building permits for any future development activities, a greenhouse gas emissions inventory shall be prepared to demonstrate that development would achieve a plan-level efficiency metric of 6.6 metric tons of carbon dioxide equivalents (MTCO₂e) at year 2020. The emissions inventory, analysis parameters, assumptions, and emission reduction measures shall be provided to BAAQMD for consultation. Any emission reduction measures added to the inventory that were not otherwise required by regulation, CEQA mitigation, conditions of approval, or other enforcement mechanism shall be required by the City of future development. In addition, plans shall comply with the following measures:
- Meet Tier 1 CalGreen requirements, as amended, for new non-residential and residential development.
 - Utilize PG&E's Smart Meter system to facilitate energy and cost savings.

- Plant and maintain trees on private property, streets, and open space areas.
- Construct sidewalks, crosswalks, and parking lots using cool paving materials with a high solar reflectivity.
- Appliances in residential and commercial buildings shall make efficient use of energy.
- Support the installation of small-scale renewable energy systems including solar photovoltaic, solar thermal, wind, and others.
- Limit the amount of free parking in high traffic areas.
- Limit both commercial truck and passenger vehicle idling.
- Facilitate the use of neighborhood electric vehicles (NEVs).
- Institute recycling programs that will increase the amount of waste that is recycled and composted.
- Incorporate water conservation measures into the project design.
- Use recycled water for landscaping, if it is available at the project site.
- Encourage the use of electrified and higher-efficiency lawn and garden equipment.
- Reduce emissions from heavy-duty construction equipment by limiting idling and utilizing cleaner fuels, equipment, and vehicles.
- Encourage new developments with more than 50 onsite employees to provide subsidized or free transit passes to employees.
- Encourage the City to work with large employers in Santa Rosa to create rideshare programs for employees.

Page 3.1-23, Paragraph 3

Impacts AIR-6 and AIR-7 from the CEQA checklist were combined into Impact AIR-5. Accordingly, the text below has been revised to reflect that change.

Further, ~~Impacts AIR-6 and AIR-7~~ 5 shows that the project would not generate a significant amount of greenhouse gas emissions and would not conflict with the applicable plans adopted for reducing the emission of greenhouse gases after inclusion of mitigation measures.

Page 3.1-24, Paragraph 3

Impacts AIR-6 and AIR-7 from the CEQA checklist were combined into Impact AIR-5. Accordingly, the text below has been revised to reflect that change.

Further, ~~Impacts AIR-6 and AIR-7~~ 5 shows that the project would not generate a significant amount of greenhouse gas emissions and would not conflict with the applicable plans adopted for reducing the emission of greenhouse gases after inclusion of mitigation measures.

Page 3.4-17, Mitigation Measure PSU-1

The following minor change to Mitigation Measure PSU-1 has been made to clarify that the mitigation measure applies to the project area, not the plan area.

MM PSU-1 Because residential development does not generate revenue for City services—as commercial development does, primarily through sales tax—new residential units in the ~~planned project~~ project area will contribute to a gap in funding for public safety services. As such, future subdivisions and multi-family residential development within the ~~Plan-project~~ project area will be required to mitigate the impacts of an increased need for public safety services, including fire protection, emergency medical services, and law enforcement resulting from a proposed development to a less than significant level by implementation of one of the following mitigation measures:

1. Annex all newly created parcels and multi-family residential development to the City’s existing Special Tax District Number 2006-1.
2. Make payment of a lump sum adequate to cover the increased public safety service costs associated with providing services to a proposed residential subdivision or multi-family residential development.
3. Provide private security, fire protection, and emergency medical services to the residents of a proposed residential subdivision or multi-family residential development in perpetuity.
4. Include other uses, consistent with the City of Santa Rosa 2035 General Plan and zoning regulations, within a proposed residential development that would generate revenue to offset the costs of providing public safety services to the development, where appropriate.

Appendix A: Mitigation Monitoring and Reporting Program

INTRODUCTION

Pursuant to CEQA Guidelines Section 15097, this Mitigation Monitoring and Reporting Program (MMRP) is intended to serve as the mechanism by which mitigation measures identified in the Final Supplemental EIR to the Lowe's Home Improvement Warehouse EIR for the Yolanda Avenue General Plan Amendment Project are implemented.

In this case, the mitigation measures identified in the Final Supplemental EIR to the Lowe's Home Improvement Warehouse EIR consist of all mitigation measures developed for and included in the Draft Supplemental Environmental Impact Report (Draft SEIR), dated May 16, 2012, as well as any modifications or additions made following the close of the Draft SEIR public review period.

Therefore, this MMRP identifies the applicable and relevant guiding and implementing policies that serve to mitigate impacts to a level of less than significant.

**Table 1: Yolanda Avenue General Plan Amendment Project
Mitigation Monitoring and Reporting Program**

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring/ Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
1 – Air Quality/Greenhouse Gas Emissions					
<p>MM AIR-1: Prior to issuance of any building permits for any future development activities, a greenhouse gas emissions inventory shall be prepared to demonstrate that development would achieve a plan-level efficiency metric of 6.6 metric tons of carbon dioxide equivalents (MTCO₂e) at year 2020. The emissions inventory, analysis parameters, assumptions, and emission reduction measures shall be provided to BAAQMD for consultation. Any emission reduction measures added to the inventory that were not otherwise required by regulation, CEQA mitigation, conditions of approval, or other enforcement mechanism shall be required by the City of future development. In addition, plans shall comply with the following measures:</p> <ul style="list-style-type: none"> • Meet Tier 1 CalGreen requirements, as amended, for new non-residential and residential development. • Utilize PG&E’s Smart Meter system to facilitate energy and cost savings. • Plant and maintain trees on private property, streets, and open space areas. • Construct sidewalks, crosswalks, and parking lots using cool paving materials with a high solar reflectivity. • Appliances in residential and commercial buildings shall make efficient use of energy. • Support the installation of small-scale renewable energy systems including solar photovoltaic, solar thermal, wind, and others. • Limit the amount of free parking in high traffic areas. 	<p>Incorporate into project design and construction documents; onsite observation.</p>	<p>Building Division</p>	<p>Verification of incorporation into design and construction documents prior to issuance of building permit.</p> <p>Monitor during regularly scheduled inspections.</p>	<p>Deny issuance of building permit.</p> <p>Stop work.</p>	

**Table 1 (cont.): Yolanda Avenue General Plan Amendment Project
Mitigation Monitoring and Reporting Program**

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring/ Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<ul style="list-style-type: none"> • Limit both commercial truck and passenger vehicle idling. • Facilitate the use of neighborhood electric vehicles (NEVs). • Institute recycling programs that will increase the amount of waste that is recycled and composted. • Incorporate water conservation measures into the project design. • Use recycled water for landscaping, if it is available at the project site. • Encourage the use of electrified and higher-efficiency lawn and garden equipment. • Reduce emissions from heavy-duty construction equipment by limiting idling and utilizing cleaner fuels, equipment, and vehicles. • Encourage new developments with more than 50 onsite employees to provide subsidized or free transit passes to employees. • Encourage the City to work with large employers in Santa Rosa to create rideshare programs for employees. 					

**Table 1 (cont.): Yolanda Avenue General Plan Amendment Project
Mitigation Monitoring and Reporting Program**

Mitigation Measures	Implementation Procedure	Monitoring Responsibility	Monitoring/ Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
4 – Public Services and Utilities					
Housing Replacement Site					
<p>MM PSU-1: Because residential development does not generate revenue for City services—as commercial development does, primarily through sales tax—new residential units in the project area will contribute to a gap in funding for public safety services. As such, future subdivisions and multi-family residential development within the project area will be required to mitigate the impacts of an increased need for public safety services, including fire protection, emergency medical services, and law enforcement resulting from a proposed development to a less than significant level by implementation of one of the following mitigation measures:</p> <ol style="list-style-type: none"> 1. Annex all newly created parcels and multi-family residential development to the City’s existing Special Tax District Number 2006-1. 2. Make payment of a lump sum adequate to cover the increased public safety service costs associated with providing services to a proposed residential subdivision or multi-family residential development. 3. Provide private security, fire protection, and emergency medical services to the residents of a proposed residential subdivision or multi-family residential development in perpetuity. 4. Include other uses, consistent with the City of Santa Rosa 2035 General Plan and zoning regulations, within a proposed residential development that would generate revenue to offset the costs of providing public safety services to the development, where appropriate. 	<p>Option to be selected for implementation in conjunction with development application approval.</p>	<p>Planning Division</p>	<p>Verification of implementation of one of the four identified options prior to issuance of building permit.</p>	<p>Deny issuance of building permit.</p>	