1650 West Steele Lane Apartments
Santa Rosa, CA

Addendum to the April 2012 North Santa Rosa Station Area
Specific Plan Draft EIR and the June 2012 Final EIR

J. Kapolchok
+ Associates
Land Use Planning
Urban Design

1500 Manzanita Avenue
Santa Rosa, CA 95404
TEL: 707.526.8939
FAX: 707.526.8985
EMAIL: jkapolchok@sbcglobal.net
EMAIL: jkapolchok@sonomacountylanduse.com

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CHAPTER 1: OVERVIEW

1.1 Applications/Entitlement Processing

Hedgpeth Architects has filed a Minor Design Review and a Minor Use Permit application for the 1650 West Steele Lane Apartments project (the Project). The applications were filed on behalf of the property owner, McBride Lane Apartments LLC, Patrick O’Neil, managing partner. The Project is located at 1650 West Steele Lane in the Northwest quadrant of the city of Santa Rosa. The site is within the boundaries of the North Santa Rosa Station Area Specific Plan (NSRSASP). The area encompassed by the NSRSASP has been designated a Housing Opportunity Area by the City of Santa Rosa under the City’s Resilient City Development Measure. As depicted in Figure 1 below, the project site is less than ¼-mile northeast of the Sonoma-Marin Area Rail Transit (SMART) Guerneville Road rail stop in North Santa Rosa.

The Project proposes 36 apartment units, four of which will be affordable through deed restrictions, and a two-level automated parking structure. The Project includes a 35% State Density Bonus and a 65% City of Santa Rosa Density Bonus. Per the City’s Resilient City Development Measures (Zoning Code Chapter 20-16) and the City’s Density Bonus Ordinance (Ordinance No. ORD-2019-002: Zoning Code Chapter 20-31) processing entitlements consist of:

- Pre-application neighborhood meeting. Meeting held January 15, 2020
- Concept Design Review. Meeting held March 5, 2020
- Minor Design Review before the Zoning Administrator (multi-family development), and
- Minor Conditional Use Permit (Density Bonus application) before the Zoning Administrator.
1.2 Project Policy/Ordinance Context

Sonoma-Marin Area Rail Transit (SMART) has established commuter rail service in Sonoma and Marin counties; the Guerneville Road rail stop (North Station) is located southwest of the intersection of Guerneville Road and Herbert Lane, which lies approximately 560 ft east of North Dutton Avenue. A primary objective of the NSRSASP is to support future rail transit by increasing the number of residents and employees within walking distance to the North Station rail stop. The 1650 West Steele Lane Apartments project is designed to maximize the residential density of the site thereby increasing, to the extent possible, the residential population within a quarter of a mile of the North Station.
The Santa Rosa City Council adopted the NSRSASP on September 18, 2012. The Plan’s Figure 2.8: Opportunities Diagram designates the site as a Development Opportunity Site. The NSRSASP Land Use Map (Specific Plan Figure 4.1) designates the Project site as Medium Density Residential 8 – 18 units per acre.

The Council of the City of Santa Rosa adopted the Resilient City Development Measures, which subsequently amended Zoning Code Chapter 20-16. Said measures established development opportunity areas, which in turn became subject to a streamlined entitlement process. The City Council of the City of Santa Rosa also adopted Ordinance No. ORD-2019-002 on January 15, 2019. Said ordinance allowed, among other things, supplemental density bonus of up to 100% within the boundaries of the Downtown Station Area Plan and the North Santa Rosa Station Area Specific Plan. A Negative Declaration was certified by Resolution RES-2019-002 of the City Council for Ordinance No. ORD-2019-002.

The Project use, multi-family housing, is a permitted use under the R-3-15-SA zoning district. The density of the Project is allowed per the housing opportunity and density bonus measures adopted by the City Council. The Project design needs to be consistent with all applicable design/development standards established in the NSRSASP. Likewise, the full Project needs to be found consistent with the General Plan and the NSRSASP.

The site’s R-3-15-SA zoning district was established upon the adoption of the NSRSASP. The EIR for the North Santa Rosa Station Area Specific Plan was used as the underlying environmental document. The mitigated Negative Declaration (MND) adopted for the supplemental density bonus found the density increase provision consistent with the Downtown Station Area Specific Plan, the North Santa Rosa Station Area Specific Plan and the General Plan.

1.3 CEQA Standard

This Addendum has been prepared pursuant to CEQA and the CEQA Guidelines\(^1\). Specifically, CEQA Guidelines Section 15164, subdivision (a), which provides: “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.

CEQA Guidelines Sections 15164 further states that: An Addendum need not be circulated for public review or comment, but must be considered by the agency before making its decision on the project. (CEQA Guidelines, §15164, subdivisions. (c) and (d).)

CEQA Guidelines Section 15162: Section 15162 subdivision (a), provides that:

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following exist:

\(^1\) California Code of Regulations, Title 14, §15000 et seq.
(1) Substantial changes are proposed in the project which will 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;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will 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 effects that are significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will 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 measure 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.

CHAPTER 2: PROJECT DESCRIPTION

2.1 Background

The Project is within the boundaries of the North Santa Rosa Station Area Specific Plan and Specific Plan EIR. Said plan has been incorporated into the General Plan and is considered consistent forthwith. The Project is within the City of Santa Rosa designated Opportunity Area, which is part of the City of Santa Rosa Resilient City Development Measures. Being within a designated Opportunity Area allows the application of density bonus measures and streamlines the entitlement process. Accordingly, the Project has accessed a City density bonus of 65% and a State density bonus of 35%. The city and the State density bonus measures have been found consistent with the General Plan.

A Neighborhood Meeting for the Project was held on January 15, 2020.
The Project underwent Concept Design Review on March 5, 2020.

2.2 Project Setting

2.2.1: Location:
The project site is located at 1650 West Steele Lane in the Northwest quadrant of Santa Rosa. The site is situated at the southeast corner of West Steele Lane and Meadowbrook Court. The site is within 1/2-mile of the Sonoma-Marin Area Rail Transit (SMART) Guerneville Road rail stop and a major regional shopping center (Coddington Mall). The site is accessible from both West Steele Lane and Meadowbrook Court. The site is identified as Assessor Parcel No. (APN) 041-042-012.

2.2.2: Topography and Natural Features:
The site is generally level, sloping down from the southeast corner to the northwest corner at ±1/8” per foot. Vegetation consist of annual grasses, clusters of mature trees and herbaceous plant material.

2.2.3: Surrounding Land and Land Uses
Surrounding land uses consist of Snoopy Ice Arena, the Schulz Museum and the Children’s Museum to the north and urban density residential to the east, south and west.

2.3 Existing Physical Conditions

As depicted below, the site is undeveloped. A property line fence exists along the east and south property lines, a 6” concrete curb runs the length of the west property line and street improvements consisting of sidewalk, curb, gutter, pedestrian ramp and a concrete driveway cut forms the north property line.
Figure 1: Project Site – Existing Conditions

2.4 Project Description – Detail

The subject parcel is a ±0.98-acre urban in-fill property, designated in the Santa Rosa North Station Area Specific Plan and General Plan as Medium Density Residential. According to the standards set forth in Section 20-22.020 C. of the city’s Zoning Code, the purpose of the R-2 (Medium Density Multi-Family Residential) is to provide home rental and ownership opportunities, and to provide a full range of choices in housing types to improve access to affordable housing.

The Project proposes 36 apartment units within three buildings, and a two-level automated parking structure, four units will be affordable through deed restrictions. The Project includes a 35% State Density Bonus and a 65% City of Santa Rosa Density Bonus. Multi-family residential development is permitted by right in the Medium Density Residential District. Per the City’s Resilient City Development Measures and the City’s Density Bonus Ordinance the Project is required to obtain Minor Design Review for the residential units and a Minor Conditional Use Permit for the Supplemental Density Bonus application. Each hearing will be held before the Zoning Administrator.
2.4.1: Residential Apartments

The project proposes 36 apartment units spread amongst three, three-story buildings. Thirty-two (32) of the units are market-rate. Of these units, two (2) are one-bedroom; 27 are two-bedroom and three (3) are three-bedroom. There are four (4) Affordable Units. Of these four units are two (2) are one-bedroom units and two (2) are two-bedroom units. All of the Affordable Units are reserved for Very-Low Income Households. The buildings are arranged along the lengths of the parcel and punctuated by an open plaza at the intersection of Meadowbrook Court and West Steele Lane, which leads to an internal plaza with a fountain. Access is from Meadowbrook Court along a 26 ft. wide private drive. 36 vehicle parking spaces and 18 bicycle spaces are provided. Of the 36 parking spaces, 25 spaces are provided by a covered stacked parking structure along the eastern property line, 6 are within garages and 5 are open spaces along the southern property line. The buildings have a maximum height of 37 ft. 9 inches. The parking structure is approximately 13 ft. in height. The exterior finish of the buildings will be stucco in a sea pearl with synthetic slate roofs in a Federal gray. The buildings will be accented with vertical tile and metal balconies.

2.4.2: Community Amenities Area

Community Amenities Area is reserved for use by residents only. The area includes an entry plaza with a seat wall and arbor, lobby, laundry room, office and internal open space plaza with a fountain.

2.4.3: Landscaping

A series of trees and low planting line the property boundaries. Vines cover the vertical trellis along the length of the parking structure. The entry plaza includes a feature tree in the center of the plaza as well as a seat wall with and arbor. The central plaza is lined with trees and shrubbery. The project landscape design will comply with the latest Water Efficient Landscape Ordinance (WELO) (A.B. 1881) by utilizing a high-efficiency, low flow-type, subsurface irrigation system with smart controller, flow, and rain sensing equipment.

2.4.5: Special Features Incorporated into the Project

Energy Efficiency: The buildings have been designed to be all electric per the City’s Reach Code and is fully compliant with the city of Santa Rosa Climate Action Plan (see Section 2.5 below).

Noise Attenuation: A Noise Impact Analysis Report was prepared for the project by First Carbon Solutions, dated July 2, 2020. The report found that with the implementation of current building code construction standards regarding walls, windows and doors and the inclusion of air conditioning for the units, will result in a noise impact that is considered Less Than Significant.

2.5. Green Technologies and Santa Rosa Climate Action Plan Compliance (SRCAP)

2.5.1 Green Technologies
The green technologies and design components to be integrated into the Project are summarized below.

- **Durability** - Building cladding is stucco, a material which adds value to project, and is more durable than siding. Stucco is also fire proof and adds building mass for increased energy efficiency / better R value.

- **Reparability** – Stucco is impact resistant and relatively simple to repair.

- **Low toxicity** – Interiors will be formaldehyde free and low VOC. No vinyl components are proposed for flooring, windows or doors. Plastics, when used, are recycled and do not contain phthalates.

- **Recycled content** – Recycled asphalt, cement, and concrete are specified for hardscape paving, masonry walls, and foundation backfill.

- **Regionally sourced** – Landscape materials, including plants, mulches, soils, and ornamental features will be locally sourced

- **Ability to be recycled or reused** – The primary building components are concrete foundation, wood framing, asphalt driveway, gypsum interior fireproofing, concrete masonry site and parking structure walls, steel framing, steel railings, porcelain tile and fixtures, which are all made from materials that can be recycled without contributing to the landfill or releasing toxic chemicals into the environment as they break down or if they are burned in a fire

- **Ease of maintenance** – Stucco building cladding, anodized bronze railings, concrete masonry and cement site walls, engineered wood joists and trusses, recycled concrete hardscape and parking structure walls, fiberglass windows and doors, porcelain and ceramic tiles, and high albedo composition roof shingles are all lifetime structural components and finish materials, projected to last over 50 years. Adhesives, sealants, appliances, fixtures, heating / cooling equipment, plumbing, and electrical components specified for energy and water efficiency as well as for low maintenance and lifespans of at least 8 to 10 years, as well as conformance with mandatory items in the State of California’s Residential CALGreen Tier 1 Checklist.

- **Sustainable materials** – Synthetic Roof Underlayment
  The underlayment on roofs is typically asphalt-based, which breaks down relatively quickly. Synthetic roof underlayment offers an alternative that weighs less and holds
up to the wear and tear of an exterior environment. This material uses polymer that comes from recycled scrap materials. It also eliminates VOCs from the underlayment.

- **Fully automated parking** – Autonomous shuttles can fit cars into the right-sized spot, optimizing what would otherwise be wasted space. The elimination of ramps and pedestrian walkways further reduces the volume. Reducing parking volume by 30% to 50% frees up space for housing. Users of an automated parking system drop their car in a bay and leave. A mobile app enables users to call their car and control the entire parking process.

- **Courtyard Archetype** – The courtyard acts as an extension of the surrounding urban public space and an extension of the semi-private open spaces at individual unit patios and terraces. It extends the space of unit interiors, giving a sequence of open space (courtyard) and enclosed space (rooms). The courtyard helps to reduce circulation space and maximize living space within the house.

- **Conforms with Santa Rosa All Electric Reach Code** – Eliminates combustion of natural gas in livable areas, improves indoor air quality and improves overall safety associated with fires and gas leaks. Use of electric heating, electric heat pump appliances (such as water heaters, air conditioning and heaters) and on-site solar generation, required in the 2019 Building Code.

The Project will also incorporate Low Impact Development (LID) measures as called for in the City of Santa Rosa’s Standard Urban Stormwater Management Plan (SUSMP). The City’s SUSMP prioritizes the use of LID and the capture of small storm volume for infiltration on-site.

### 2.5.2 Climate Action Plan

The Project incorporates the following policy measures contained the Santa Rosa Climate Action Plan. Required measures are indicated by an “*”:

* **Policy 1.1.1 - Comply with CAL Green Tier 1 Standards**: The Project is designed to comply with State Energy requirements for Title 24, City of Santa Rosa’s Cal Green requirements and any mandatory CAL Green Tier 1 Standards in effect at time of permit submission. To the extent required, such standards have been incorporated into building placement, site development, building design and landscaping.

* **Policy 1.1.3 – After 2020, all new development will utilize zero net electricity**: The Project is all electric per the City’s Reach Code but is not net zero.

* **Policy 1.3.1 – Real time Energy Monitors**: The Project will include energy monitors to track energy use for all common areas as well as smart meters for individual units.
*Policy 1.4.2 - Comply with the City’s Tree Preservation Program: The project will mitigate for the removal of all protected trees in accordance with the city’s Tree Ordinance. The landscape plan calls for the planting of fourteen (14) trees as well as numerous shrubs and vines throughout the site.

*Policy 1.4.3 – Provide public and private trees in compliance with the Zoning Code: New trees and plantings associated with development are shown on the Landscape Plan prepared by Mac Nair, landscape architect and will be installed in accordance with the requirements of the Santa Rosa Zoning Code and the Santa Rosa Design Review Landscape Standards for planting private and public trees.

Policy 1.5 – Install new sidewalks and paving with high solar reflectivity materials: All proposed new sidewalks, driveways and parking areas will be paved with materials that contain either color or other enhancements to provide enhanced reflectivity.

Policy 2.1.3 – Pre-wire and pre-plumb for solar thermal or PV systems: The Project is in compliance with said policy.

Policy 3.1.2 - Supports implementation of station plans and corridor plans: The Project is consistent with the North Santa Rosa Station Area Specific Plan (Specific Plan), by proposing the construction of higher densities development within walking distance of SMART service.

Policy 3.2.1 – Provide on-site services such as ATMs or dry cleaning to site users: On-site laundry facilities will be provided. ATMs and dry-cleaning facilities are not applicable.

Policy 3.2.2 – Improve non-vehicular network to promote walking and biking: The Project will include sidewalks on West Steele Lane and Meadowbrook Court street frontages and Class II bike lanes on West Steele Lane. Bicycle parking is provided adjacent to the entry plaza.

Policy 3.2.3 - Support mixed use, higher density development near services: The Project is consistent with North Santa Rosa Station Area Specific Plan (Specific Plan), developed to require higher densities within walking distance of SMART service.

Policy 3.3.1 - Provide affordable housing near transit: The Project will provide affordable housing within 1/2 mile of the SMART North Santa Rosa Station and is located in close proximity to a bus stop on West Steele Lane serviced by Santa Rosa CityBus.

Policy 3.5.1 – Unbundle parking from property cost: The parking is unbundles from the units.

Policy 4.1.1 - Implement the Bicycle & Pedestrian Master Plan: Class II bike lanes exist on West Steele Lane.

*Policy 4.1.2 – Install bicycle parking consistent with regulations: The Project will provide nine secure, on-site covered bicycle storage spaces and nine bicycle parking spaces.
*Policy 6.1.3 – Increase diversion of construction waste: The contractor will divert all possible construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

*Policy 7.1.1 – Reduce potable water for outdoor landscaping: As shown on the plan, Project landscaping will utilize low water use native plants. Landscape irrigation complies with the City’s Water Efficient Landscape Ordinance (WELO).

*Policy 7.1.3 – Install Real time water meters: City standards only allows one public water meter per development for developments of less than 100 units. The single City meter will not track real time water use; however, the project will install sub-meters on all units and spaces utilizing domestic water.

*Policy 7.3.2 – Meet on-site meter separation requirements in locations with current or future recycled water capabilities: There are no currently available City urban reuse water mains in the project vicinity.

Policy 9.1.2 – Provide outdoor electrical outlets for charging lawn equipment: Electrical outlets have been so provided.

*Policy 9.1.3 – Install low water use landscapes: Low water use plants will be used to landscape the site. Plant materials and locations are shown on the Project landscape plans.

*Policy 9.2.1 – Minimize construction equipment idling time to 5 minutes or less: The developer will condition contractor agreements to limit construction equipment idling time to 5 minutes or less, consistent with the City’s Standard Measures for Air Quality.

*Policy 9.2.2 – Maintain construction equipment per manufacturer’s specifications: The developer will condition contractor agreements to require all equipment used at the site to be maintained in accordance with the manufacturer’s instructions.

*Policy 9.2.3 – Limit Green House Gas (GHG) construction equipment by using electrified equipment or alternate fuel: The developer will include provisions in contractor agreements encouraging the use of electrified equipment or equipment using alternative fuels.

2.6 Project Duration

Construction

Construction would take approximately 18 months, including on-site grading. Construction would be anticipated to begin in Spring/Summer of 2023 and completed during Fall/Winter of 2024. Site development would be limited to the hours of 7:00 AM to 7:00 PM, Monday-Friday and 8:00 AM to 6:00 PM on Saturdays or as allowed by the City’s Municipal Code Section 17-16.030.

2.7 Other Required Agency Approvals
The Project requires Minor Design Review approval from the Zoning Administrator of the City of Santa Rosa and approval of a Supplemental Density Bonus via a Minor Conditional Use Permit. Parking and setback concessions are being requested as part of the density bonus. No Regional, State or Federal Agency approvals are required.
CHAPTER 3: ANALYSIS

This Addendum analyzes those sections of the previously adopted Environmental Impact Report that could potentially be affected by the development of an additional 18 apartment units, four of which will be affordable, and the associated parking. This represents the delta between the project anticipated by the NSRSASP EIR and the proposed project. The density of the proposed project is 100% above that which is identified in the NSRSASP. This density was achieved through the exercising of a 35% State Density Bonus and a 65% City of Santa Rosa Density Bonus. The Addendum specifically evaluates whether the addition of the 18 units and action by the City to approve the Minor Conditional Use Permit and Density Bonus applications would trigger the need for the preparation of a subsequent Negative Declaration under CEQA Guidelines sections 15164, subdivision (b) and 15162, subdivision (a).

This Addendum relies on the Final EIR adopted for the North Santa Rosa Station Area Specific Plan. The North Santa Rosa Station Area Specific Plan Environmental Impact Report (Specific Plan EIR, State Clearinghouse Number 2011122034) was certified by the City Council on September 18, 2012.

Both the Specific Plan and EIR are available at:
City of Santa Rosa Department of Planning and Economic Development
City Hall 100 Santa Rosa Avenue, Room 3
Santa Rosa, CA or on the City’s web page: srcity.org.

3.1 Addendum Criteria: Substantial change in the project, circumstances or new information

According to CEQA Guidelines Section 15164, if none of the conditions described in CEQA Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, then an addendum to an adopted EIR or Negative Declaration can be prepared (CEQA Section 15164 (b)). As identified in the above referenced section entitled “CEQA Standard”, CEQA Section 15162 sets forth three conditions, any one of which would cause the preparation of a subsequent EIR or subsequent Negative Declaration. They are:

1. Substantial changes in the project which would result in new significant effects or an increase in the severity of previously identified significant effect.

2. Substantial changes in circumstances under which the project is undertaken that would result in new significant effects or an increase in the severity of previously identified significant effect.

3. New information of substantial importance, which was not known or could be known, that shows:

   a) The project will have one of more significant effect not discussed in the previous Negative Declaration.
b) Significant effects, previously examined, will be more severe than shown.

c) Mitigation measures previously considered not to be feasible are feasible and would reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.

d) Mitigation measures or alternatives that are considerably different than those analyzed in the previous EIR that would substantially reduce one or more significant effects on the environment, but the project proponent declined to adopt the mitigation measure or alternative.

3.2 Assessment of Degree of Change or New Information

The analysis will begin by assessing the degree of possible change to each category as a result of the proposed Project. (Categories are listed in the order they appear in a standard Environmental Checklist: Appendix G)).

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<tr>
<th>Impact Category</th>
<th>Additional Analysis Required</th>
<th>Discussion</th>
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<tbody>
<tr>
<td>1. AESTHETICS</td>
<td>Yes</td>
<td>The addition of 18 additional units and associated parking is a change that may cause a substantial aesthetic effect or result in inconsistency with the NSRSASP. Further analysis is warranted.</td>
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<td>2. AGRICULTURAL RESOURCES</td>
<td>No</td>
<td>The project site is within the city limits of the city of Santa Rosa, has not been identified as farmland of statewide importance, is not under Williamson Act contract and is less than one acre,</td>
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which would not be suitable for farming.

| 3. AIR QUALITY | Yes | The addition of 18 additional units and associated parking is a change that may cause a substantial air quality effect. The project will be analyzed in relation to the applicable Thresholds of Significance established in the BAAQMD May 2017 CEQA Guidelines. |
| 4. BIOLOGICAL RESOURCES | Yes | Site coverage resulting from the addition of 18 additional units and associated parking is a change that may cause a substantial biological effect through the removal of or impact on existing vegetation. Further analysis is warranted. |
| 5. CULTURAL RESOURCES | No | The change in the project through the addition of 18 units would not alter the adopted determinations and mitigations under the Cultural Resources section of the NSRSASP EIR. Said adopted determinations and mitigations are considered accurate, applicable and sufficient |
as regards to the proposed Project. A Cultural Resources Study was prepared by Tom Origer & Associates. July 2020. No significant resources were found and no mitigations were required. The study is included in Appendix A. No further analysis is necessary.

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<th>6. GEOLOGY AND SOILS</th>
<th>Yes</th>
<th>Site coverage resulting from the addition of 18 additional units and associated parking is a change that may cause a substantial geological effect. Further analysis is warranted.</th>
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<tr>
<td>7. GREENHOUSE GAS EMISSIONS</td>
<td>Yes</td>
<td>The addition of 18 additional units and associated parking is a change that may cause a substantial GHG impact. Further analysis relative to the city of Santa Rosa adopted Climate Action Plan is warranted.</td>
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<td>8. HAZARDOUS AND HAZARDOUS MATERIALS</td>
<td>No</td>
<td>The adopted determinations and mitigations under the Hazards and Hazardous Materials section of the NSRSASP EIR are accurate, applicable and sufficient as regards to the proposed Project.</td>
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<td>Section</td>
<td>Response</td>
<td>Further Analysis</td>
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<td>9. Hydrology and Water Quality</td>
<td>Yes</td>
<td>The addition of 18 additional units and associated parking is a change that may cause a substantial hydrological/water quality impact. Further analysis is warranted.</td>
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<tr>
<td>10. Land Use and Planning</td>
<td>No</td>
<td>36 units represents the addition of 18 units over the maximum density considered in the land use designation of the NSRSASP. The density increase is supported by adopted policies in the City of Santa Rosa General Plan and State and local Density Bonus regulations, as well as the City of Santa Rosa adopted Resiliency Measures. Furthermore, the 18 additional units are integrated into a single, well-designed project thereby negating the possibility of physically dividing an establish community; a habitat conservation plan does not exist for the</td>
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area; and, the additional units are within the incorporated city and will have no impact on the City’s Urban Growth Boundaries. No further analysis is warranted.

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<tr>
<th>11. MINERAL RESOURCES</th>
<th>No</th>
<th>The adopted determinations and mitigations under the Mineral Resources section of the NSRSASP EIR are accurate, applicable and sufficient as regards the proposed Project. No further analysis is necessary.</th>
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<td>12. NOISE</td>
<td>Yes</td>
<td>The addition of 18 units represents a change in the project and could result in a significant noise impact. Further analysis is warranted.</td>
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<td>13. POPULATION AND HOUSING</td>
<td>No</td>
<td>Although the addition of 18 units is above the maximum density allowed by the land use designation in the NSRSASP, the additional units are supported by adopted General Plan policies, City of Santa Rosa Density Bonus policies and State Density Bonus policies. No further analysis is required as</td>
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<td><strong>14. PUBLIC SERVICES</strong></td>
<td>No</td>
<td>18 additional units represents a 0.11% increase in the total number of theoretical units anticipated by the NSRSASP at full buildout. 18 additional units integrated into a single well-designed project, which represents a 0.025% population increase, will not cause a potential significant impact to the SRFD who provides fire protection and medical emergency service to an existing population of 176,759 persons or the SRPD who provides law enforcement service to the same population. The application of MM 3.12.1 of the NSRSASP EIR to the entire project (additional 18 units) would reduce the potential impact of the unit increase to Less Than Significant. No further analysis is required.</td>
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<td><strong>15. RECREATION</strong></td>
<td>No</td>
<td>Although the Project includes the addition of 18 units above the maximum density allowed by the land use</td>
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regards Population and Housing.
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<th>designation in the NSRSASP, the additional units are supported by adopted General Plan policies, City of Santa Rosa Density Bonus policies and State Density Bonus policies. The payment of Park Impact Fees related to the number of proposed units is a standard COA and will off-set the potential impact to Recreation. No further analysis is required.</th>
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<td>16. TRANSPORTATION/TRAFFIC</td>
<td>Yes</td>
<td>In July 2020, legislation requiring potential traffic impacts to be analyzed on the basis of vehicle miles traveled (VMT) instead of level of service (LOS) was implemented by Cal-Trans. This represents New Information and the potential impact will require further analysis.</td>
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<tr>
<td>17. TRIBAL CULTURAL RESOURCES</td>
<td>No</td>
<td>Early consultation with tribal communities is required per AB 52. Although this represents new information the consultation will be performed by the City of Santa Rosa. Any recommended measures, if required, would be the</td>
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<td><strong>18. UTILITIES AND SERVICE SYSTEMS</strong></td>
<td>No</td>
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<tr>
<td><strong>same regardless of the additional 18 units. Said measures would be incorporated into standard COA. No further analysis is required.</strong></td>
<td><strong>As discussed above, the addition of 18 additional units over and above that which the NSRSASP EIR analyzed represents a 0.11% increase in number of total units analyzed. Furthermore, these additional units are supported by housing policies in the General Plan. The additional units are supported by and made possible through the implementation of the adopted City of Santa Rosa Density Bonus Ordinance. The MND for said ordinance found a Less Than Significant Impact as regards Utilities and Service System. Other than in the area of Public Safety Services (discussed above) all potential impact areas related to Utilities and Service Systems were found to be Less Than Significant in the NSRSASP EIR.</strong></td>
<td></td>
</tr>
</tbody>
</table>
3.3. Level of Significance

The impact categories identified in the above analysis, which require additional review to determine their potential level of significance are discussed below in the order they appear in Table 3, above. (Numbering relates to the specific impact category.)

1. AESTHETICS: The Project has been analyzed against the Design Goals and Guidelines of the NSRSASP as shown in Table 2 and 3, below:

<table>
<thead>
<tr>
<th>Design Goals</th>
<th>Project Consistency</th>
</tr>
</thead>
<tbody>
<tr>
<td>To create an active, vibrant, and distinct place where people want to live, work, and visit.</td>
<td>The open plaza which includes a seat wall and an arbor is open to both West Steele Lane and Meadowbrook Court. This feature with its center canopy tree as well as the window and balcony detail help create an active, vibrant street presence.</td>
</tr>
<tr>
<td>To ensure that building designs, site layout, and building uses support a transit-friendly environment.</td>
<td>The higher density multi-family residential use places a greater number of persons in close proximity to the North Santa Rosa SMART station.</td>
</tr>
<tr>
<td>To beautify the existing streetscapes and maximize the visual and physical connections within the area.</td>
<td>The buildings are articulated to provide street interest. The landscape design provides walled patios, a raised entry plaza and covered passage into a private courtyard. Street trees, shrubbery and ground cover are introduced along West Steele Lane and Meadowbrook Court.</td>
</tr>
<tr>
<td>To encourage buildings with active and open facades that interest those walking and biking in the area, and to create an active pedestrian-oriented streetscape.</td>
<td>The raised entry plaza with center landscaping and seat wall as well as the well-articulated buildings with tiled treatment and balconies provide an active pedestrian-oriented streetscape.</td>
</tr>
<tr>
<td>To incorporate sustainable building principles into all new development.</td>
<td>Buildings are designed to provide cross-thru ventilation and maximize access to natural light for all units. Storm water runoff is detained and retained by</td>
</tr>
</tbody>
</table>
maximizing the use of pervious surfaces, and vegetated bio-swales.

| To create and define welcoming, safe open space for all to enjoy. | The project has a series of community and private open space features through the provision of the seat-wall, court yard and private patios and balconies. |
| To create multi-story buildings that provide a human scale. | The project is three-story and well-articulated. |
| To encourage superior design with well-crafted and detailed building facades, particularly at the street level. | The project has detailed facades. Not less than 60% of the building façade is oriented parallel to the streets. |
| To create a comfortable environment for pedestrians, bicyclists, and vehicles alike. | The shaded seat-wall allows for gathering. This community patio has been designed to include bicycle racks. |
| To design sites so that the vehicle is not the dominant feature. | All parking is to the rear portion of the site and the majority is located within a parking structure or garage. |

<table>
<thead>
<tr>
<th>Table 3 Design Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>NSRSASP Design Guidelines</td>
</tr>
<tr>
<td><strong>Building Placement</strong></td>
</tr>
<tr>
<td>• Encourage buildings to be built to the minimum setback assigned for the district.</td>
</tr>
<tr>
<td>• No less than 60% of the building façade should be oriented parallel to the street on which it fronts.</td>
</tr>
<tr>
<td>• Arrange buildings to define, connect, and activate sidewalks and public spaces.</td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
</tr>
<tr>
<td>• Landscaping should be native and drought-tolerant species to the greatest extent possible.</td>
</tr>
<tr>
<td>• Landscaping should be properly maintained and trimmed to maximize visibility.</td>
</tr>
<tr>
<td>Development shall provide up to 10–30% of the total project area for landscaping and open space amenities such as patios, courtyards, or rooftop gardens.</td>
</tr>
<tr>
<td>---</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
</tr>
</tbody>
</table>
| • Private alleys are encouraged to provide access for service and parking.  
• All parking areas should be well lit with clearly identified exits and connections to streets and sidewalks.  
• Parking areas should be screened from public streets to minimize visibility from the public right-of-way. | The parking is screened from West Steele Lane and Meadowbrook Court to the extent feasible. |
| **Sustainable Site Design** | Buildings are designed to provide cross-thru ventilation and maximize access to natural light for all units. |
| • Buildings should be oriented to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, and maximize natural ventilation.  
• Stormwater runoff should be detained and retained by maximizing the use of pervious surfaces, vegetated bio-swales, and vegetative ground cover to the | The project’s storm water retention plan has detained and retained water on-site through the use of vegetated bio-swales and ground cover. |
<table>
<thead>
<tr>
<th>Sustainable Site Materials</th>
<th>Site materials should be selected based on the following characteristics, to the greatest extent practicable:</th>
</tr>
</thead>
</table>
|                           | • Durability  
|                           | • Reparability  
|                           | • Low toxicity  
|                           | • Recycled content  
|                           | • Regionally sourced  
|                           | • Ability to be recycled or reused  
|                           | • Ease of maintenance  

**Durability:** The building cladding is stucco, which is durable, fire proof and adds building mass for increased energy efficiency.

**Reparability:** Stucco is impact resistant and relatively simple to repair. The synthetic slate roofing shingles are relatively inexpensive to repair.

**Low Toxicity:** Interior materials will be formaldehyde free and low VOC. No vinyl components are proposed for the flooring, windows or doors.

**Recycled Content:** Recycled asphalt, cement, and concrete are specified for hardscape paving, masonry walls, and foundation backfill. Recycled synthetic slate shingle roofing is specified for roofing.

**Regionally Sourced:** Landscape materials, including plants, mulches, soils, and ornamental features will be locally sourced.
**Ability to be Recycled or Reused:** The primary building components are concrete foundation, wood framing, asphalt driveway, gypsum interior fireproofing, concrete masonry site and parking structure walls, steel framing, steel railings, porcelain tile and fixtures. These components are all made from materials that can be recycled without contributing to the landfill or releasing toxic chemicals into the environment as they break down or if they are burned in a fire.

**Ease of Maintenance:**
Stucco building cladding, anodized bronze railings, concrete masonry and cement site walls, engineered wood joists and trusses, recycled concrete hardscape and parking structure walls, fiberglass windows and doors, porcelain and ceramic tiles, and high albedo synthetic slate roof are all lifetime structural components and finish materials, projected to last over 50 years. Adhesives, sealants, appliances, fixtures, heating / cooling equipment, plumbing, and electrical components specified for energy and water efficiency as well as for low maintenance and lifespans of at least 8 to 10
years, as well as conformance with mandatory items in the State of California’s Residential CALGreen Tier 1 Checklist.

| Compatible Design | Development on either side of streets (facing each other) should be designed at a compatible scale and massing to encourage a comfortable pedestrian environment and maintain a sense of visual cohesion along the street. | Snoopy Ice Area is across West Steele Lane from the project. The ice arena is set back a considerable distance from West Steele Lane and parking is provided to the east of the building. Although designated as Medium Density Residential, one small parcel across Meadowbrook Court from the site’s western property line is developed with a single-story, single-family residence. The project would be setback approximately 53.5 ft. from the adjoining property line. Street trees, ground cover and shrubbery will be planted along the project’s Meadowbrook Court property line. Given the design of the project and the distance from the surrounding uses, the project is considered compatible. |
| Articulation | Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. | This is reflected in the building design. Buildings are articulated and rooflines of single buildings are broken up into multiple planes. |
- The use of color and a variety of materials, projections, awnings, and canopies should be used to achieve variation and articulation in the building facade.
- Blank walls should be avoided, and large-scale HVAC ventilation ducts facing sidewalks or primary streets are discouraged.
- Facades greater than 100 feet in length should incorporate recesses and projections a minimum of 3 feet in depth and a minimum of 20 contiguous feet within each 100 feet of facade length. Windows, awnings, balconies, entry areas, and arcades should total at least 60% of the facade length facing a public street.

**Multi-Building Complex**

- All buildings within a multi-building complex should achieve a unity of design through the use of similar architectural elements, such as roof form, exterior building materials, colors, and window pattern.
- All buildings are of the same architectural design with the same roof forms, window patterns, color, materials and balconies.

Window placement, balconies, use of exterior tile and building articulation address this issue.

There are no large blank walls and the HVAC ventilation ducts do not face the sidewalks or street.

The building design reflects these recommendations.
<table>
<thead>
<tr>
<th>Building Frontage</th>
<th>Individual buildings should incorporate similar design elements, such as surface materials, color, roof treatment, windows, and doors, on all sides of the building to achieve a unity of design.</th>
<th>The entry to the building is through a community patio, which leads to a central plaza. This forms a courtyard from which access to the buildings are taken.</th>
</tr>
</thead>
</table>
| Roof Forms        | • A variety of roof forms is encouraged. Roof types that are larger, simpler, visually quiet, and formally cohesive are preferred. Roof forms such as parapets, gable end, mansard, dormers, shed, hip, and barrel vaults are encouraged.  
• Preferred roof materials are ballasted flat roofs, metal standing seam, concrete or terra cotta tile, and composite shingles. | The roof form is a simple shed roof which is broken up through the articulation of the building.  
The roof material is a synthetic slate. |
| Materials         | • All building materials should be selected with the objectives of quality and durability as well as to produce a positive | This has been done. See discussion on **Sustainable Site Materials.**  
Furthermore, the open plaza which includes a concrete seat wall and an |
- Architectural metals, cast-in-place concrete, brick, concrete masonry units, tile, glass, and glass block systems, among others, are acceptable materials when properly finished and detailed.

| Green Building Materials | • Building materials should be evaluated and selected based on the following characteristics:  
• Durability  
• Reparability  
• Low toxicity  
• Recycled content  
• Locally sourced  
• Ability to be recycled or reused  
• Ease of maintenance | See response under Sustainable Site Materials |

| Green Building Design | The following guidelines should be considered to help implement the Cal-Green tier one Building Code:  
• Project designs that incorporate renewable energy sources, such as integrated solar panels, are encouraged. | The project does not include solar. However, the buildings are designed to provide cross-thru ventilation and maximize access to natural light for all units. Additionally, the stucco exterior adds building mass for |

- Arbor is open to both West Steele Lane and Meadowbrook Court. This feature with its center canopy tree as well as the window, tile and balcony detail help create an active, vibrant street presence.
<table>
<thead>
<tr>
<th>Section</th>
<th>Bullet Points</th>
<th>Notes</th>
</tr>
</thead>
</table>
| **Walls and Fences**                         | • Fences and walls should be made of durable materials. Preferred materials for walls are brick, concrete masonry units, pour-in-place concrete, tile, or stucco. Preferred materials for fencing are steel mesh, wrought iron, or treated wood.  
• Walls and fences that face onto a street, park, or public area should be designed to have a 4-foot-wide landscape planting area. | Project fencing is metal concrete masonry and cement walls.  
The concrete masonry patio walls are setback greater than 4ft. behind the tree-lined planter strip. |
| **Screening of Mechanical Equipment and Service Areas** | • All rooftop building systems should be incorporated into the building form in a manner integral to the building architecture. All rooftop-mounted mechanical, electrical, and telecommunication systems shall be screened from view of | Said systems are screened from view. |
surrounding streets and structures.

- Refuse storage and pickup areas should be combined with other service and loading areas and screened from view from public streets whenever possible.

The trash enclosure is located at the rear of the property and would not be visible from the street.

As shown from the above analysis, the Project, which includes the additional 18 units is consistent with all of the Design Goals and Guidelines of the NSRSASP. However, because of the additional 18 units, criterion #1 of CEQA Guideline Section 15162, that is, substantial change to the project might have caused to new significant effects or more significant effects as regards AESTHETICS. Given the consistency with the NSRSASP Design Goals and Guidelines there was no new or more significant AESTHETIC effect. This being the case, a subsequent or new Negative Declaration or mitigated Negative Declaration is not required. The proposed Project qualifies for an Addendum.

3. AIR QUALITY

An Air Quality Assessment using the BAAQMD 2017 CEQA Air Quality Guidelines, was prepared for the project by Illingworth & Rodkin. June 4, 2020. The project is considered a Low- Rise Apartment approximately 48,005 sq. ft. in size with 880 sq. ft. of surface parking and 5,225 sq. ft. of enclosed parking. As shown below, the report found the project to be significantly below the daily emissions thresholds for both construction and operations.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>ROG</th>
<th>NOx</th>
<th>PM_{10} Exhaust</th>
<th>PM_{2.5} Exhaust</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Total Construction Emissions (tons)</td>
<td>1.0</td>
<td>2.2</td>
<td>0.12</td>
<td>0.11</td>
</tr>
<tr>
<td>Average Daily Emissions (pounds/day)^1</td>
<td>7.7</td>
<td>16.7</td>
<td>0.9</td>
<td>0.8</td>
</tr>
<tr>
<td>BAAQMD Thresholds (pounds per day)</td>
<td>54 lbs./day</td>
<td>54 lbs./day</td>
<td>82 lbs./day</td>
<td>54 lbs./day</td>
</tr>
<tr>
<td>Exceed Threshold?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

^1Assumes 269 workdays.
The report did recommend a Mitigation Measure to control dust and exhaust during construction. This mitigation measure is consistent with that found in the EIR for the NSRSASP, represents Best Management Practices and can be implemented through a standard condition of approval (COA).

Because the project includes 18 units over and above the maximum number of units identified in the land use element of the NSRSASP, criterion #1 of CEQA Guideline Section 15162, that is, substantial change to the project might have caused to new significant effects or more significant effects could have been engendered as regards AIR QUALITY. The Air Quality Assessment showed the Project to be below BAAQMD 2017 CEQA Air Quality Guidelines levels of significance. The recommended mitigation is standard Best Management Practices and can be implemented through a standard COA. This being the case, a subsequent or new Negative Declaration or mitigated Negative Declaration is not required. The proposed Project qualifies for an Addendum.

6. GEOLOGY AND SOILS

The NSRSASP EIR found build-out of the Specific Plan area to have a Less Than Significant and Less Than Cumulatively Considerable Geologic/Soils impact. This determination was based on the understanding that all applicable regulatory requirements such as, but not limited to, adherence to the State and Local Building Code and preparation of a soils report at time of building permit would be adhered to. The 1650 West Steele Lane Apartments project prepared a Geotechnical Investigation (Bauer & Associates. January 3, 2019). The report found the site suitable for the proposed development as long as all of the recommendations were incorporated into the Project’s building design, site preparation and foundation design. Said recommendation shall be made a part of the Project’s standard conditions of approval (COA). This being a standard practice, a subsequent or new Negative Declaration or mitigated Negative Declaration is not required. The proposed Project qualifies for an Addendum.

7. GREENHOUSE GAS EMISSIONS

The NSRSASP EIR found the potential impact of the build-out of the Specific Plan area for Greenhouse Gas Emissions to be Less Than Cumulatively Considerable After Mitigation. The mitigations are:

<table>
<thead>
<tr>
<th>Table 4. Operational Period Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario</td>
</tr>
<tr>
<td>--------------------------------------</td>
</tr>
<tr>
<td>2023 Project Operational Emissions (tons/year)</td>
</tr>
<tr>
<td>BAAQMD Thresholds (tons/year)</td>
</tr>
<tr>
<td>Exceed Threshold?</td>
</tr>
<tr>
<td>2023 Project Operational Emissions (pounds/day)&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>BAAQMD Thresholds (pounds/day)</td>
</tr>
<tr>
<td>Exceed Threshold?</td>
</tr>
</tbody>
</table>

Note: <sup>1</sup> Assumes 365-day operation.
a. Prior to issuance of grading or building permits, all future development projects, to the extent applicable and practical, shall specify on the project plans implementation of BAAQMD-recommended construction related measures to reduce GHG emissions during construction activities. These measures include, as feasible:
   
   1. Use of alternative-fueled (i.e., biodiesel, electric) construction vehicles and equipment to the maximum extent possible;
   2. Use of local construction materials (within 100 miles) to the maximum extent possible; and
   3. Recycle construction waste and demolition materials to the maximum extent possible.

These mitigation measures, which are applied at time of construction, can be applied as standard COA and appended to the Building permit. They are also measures that mirror the City’s Climate Action Plan, which the Project is consistent with.


Below is a Table from the report that shows the level of GHG Emissions engendered by the Project.

<table>
<thead>
<tr>
<th>Source Category</th>
<th>Proposed Project in 2023</th>
<th>Proposed Project in 2030</th>
<th>Proposed Project in 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>26.1</td>
<td>26.1</td>
<td>26.1</td>
</tr>
<tr>
<td>Energy Consumption</td>
<td>37.7</td>
<td>37.7</td>
<td>37.7</td>
</tr>
<tr>
<td>Mobile</td>
<td>277.2</td>
<td>226.5</td>
<td>207.5</td>
</tr>
<tr>
<td>Solid Waste Generation</td>
<td>8.3</td>
<td>8.3</td>
<td>8.3</td>
</tr>
<tr>
<td>Water Usage</td>
<td>3.2</td>
<td>3.2</td>
<td>3.2</td>
</tr>
<tr>
<td>Total (MT CO₂e/year)</td>
<td>352.5</td>
<td>301.8</td>
<td>282.8</td>
</tr>
<tr>
<td>Service Population Emissions</td>
<td>3.8</td>
<td>3.2</td>
<td>3.0</td>
</tr>
</tbody>
</table>

The report found compliance with all applicable sections of the City’s Climate Action Plan will reduce the Project’s potential GHG emission to less than significant. This mitigation is the same found in the NSRSASP. Furthermore, the Project will be constructed in accordance with the City’s recently adopted All Electric Code.

The Project’s GHG Emission did not require to be mitigated beyond that which has been adopted in the NSRSASP EIR. Hence, a subsequent or new Negative Declaration or mitigated Negative Declaration is not required. The proposed Project qualifies for an Addendum.
9. HYDROLOGY AND WATER QUALITY

Would the addition of 18 units, which is the number of units to be constructed that was not assessed by the NSRSASP EIR, increase the likelihood of the following, such that mitigations over and above that which are included in the NSRSASP EIR would be required:

Would the Project:

1. Violate water quality standards or waste discharge standards;
2. Substantially deplete ground water supplies;
3. Substantially alter existing drainage patterns by modifying a stream or a river
4. Would substantially alter drainage patterns in the area;
5. Create or contribute to run-off which would exceed the capacity of the existing drainage system;
6. Otherwise, substantially degrade water quality;
7. Place housing within the 100-year flood hazard area;
8. Place within a 100-year flood hazards area structures which would impede or redirect flood waters;
9. Expose people or structures to a significant loss, injury or death involving flooding;
10. Expose people or structures to inundation by seiche, tsunami, or mudflow?

As discussed in the NSRSASP EIR, which found all potential impacts related to Hydrology and Water Quality to be Less Than Significant, the Project is subject to the Storm Water Low Impact Development Technical Design Manual and the implementation of project-specific SWPPP. The SWPPS include erosion control/soil stabilization techniques, BMPs for prevention of discharge of construction related pollutants, drainage facility inspections, monitoring and maintenance programs. The implementation of these measures would result in potential impacts to water quality to be Less Than Significant. An Initial Storm Water Low Impact Development Submittal has been prepared for the Project by Civil Design Consultants, Inc. October 2021.

The NSRSASP EIR determined that the groundwater supply would be adequate to support the projected amount of groundwater anticipated to be pumped as a share of the potable water supply needed to support future growth in Santa Rosa. The EIR analysis assumed full build-out, which due to site specific constraints, parcel configuration, need for public or private improvements, owner preference, and such, is likely not to be realized. The additional 18 units, which is supported by State and local housing policies, represents a 0.11% increase in the number of total units projected for the Specific Plan area. This minimal increase would not substantially deplete groundwater supplies (estimated to be 2,300 acre-feet per year). Therefore, the potential impact is considered Less Than Significant.

A project specific Preliminary Drainage Study was prepared for the 1650 West Steele Lane Apartments project by Civil Design Consultants, Inc. October 14, 2021. The report found that the storm drain system that drains to Meadowbrook Court has the capacity to accept runoff
from the proposed Project. Hence, the project would not alter drainage in the area or exceed the capacity of the existing drainage system.

The project would not modify a stream or a river and the project site is not located within the 100-year flood hazard area as mapped by FEMA. Given the Project’s location, there is no possibility of the project site being inundated by seiche, tsunami or mudflow.

Based on the above, the impact of the 18 additional units to hydrological and/or water quality is considered to be Less Than Significant. Mitigation measures over and above that which are required by the NSRSASP EIR are not required. A subsequent or new Negative Declaration or mitigated Negative Declaration is not necessary. The proposed Project qualifies for an Addendum.

12. NOISE

A Noise Impact Analysis was prepared for the 1650 West Steele Lane Multi-family Residential Project by First Carbon Solutions, July 2, 2020. The Project analyzed included the additional 18 units. The report determined that a significant noise impact would occur if the use (apartment project) would be exposed to transportation noise above the City’s adopted land use compatibility standards of 65 dBA for ambient noise and 45 dBA for interior noise. The report found a “worst case” ambient noise level of between 62 dBA and 64 dBA. Thereby being within the City’s adopted standards. The report also found that without mechanical ventilation the interior noise level would be 49 dBA, which exceeds the City’s standard. However, all units will be air conditioned. By closing the windows and using the air conditioning the noise level is reduced to 39 dBA. Therefore, the Project would not result in a conflict with applicable land use noise compatibility guidelines and traffic noise impacts. Mechanical ventilation (HVAC) is part of the Project, as proposed. Therefore, it is not required as a mitigation.

The report also addressed Construction Noise Impacts, which are considered short-term noise impacts. The report recommended the following Best Management Noise Reduction Practices. The recommendation of these noise BMPs would have been required with or without additional 18 units. These noise BMPs are considered standard BMPs and can be incorporated into the Project as standard COA. Most of the BMPs are part of the City’s Climate Action Plan.

Best Management Noise Reduction Practices:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate to the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and place so that emitted noise is directed away from adjacent residences.

The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.

The report analyzed project traffic generating noise, parking lot activities, operation of the parking structure and operation of the mechanical equipment. All activities fell within acceptable noise thresholds. In addition, short-term construction vibration impacts and operational vibration impacts were analyzed. All activities were found to be significantly below the FTA’s Construction Vibration Damage Criteria. No mitigation measures were required.

A project-specific noise and vibration analysis was prepared. No mitigation measures were deemed necessary. A subsequent or new Negative Declaration or mitigated Negative Declaration is not necessary. The proposed Project qualifies for an Addendum.

TRANSPORTATION/TRAFFIC

A project specific traffic study was prepared for the 1650 Steele Lane Project. The project analyzed included the 18 additional units. The report was prepared by W-Trans, March 30, 2020. The report determined that the Project would generate an average of 264 trips per day, including 17 a.m. peak hour trips and 20 p.m. peak hour trips. Site access was determined to be sufficient, as did emergency vehicle access. The project did not meet the warrants for the installation of a left-turn lane. It was recommended that parking should be prohibited through use of red-painted curb for 22 feet on either side of the Project driveway to ensure adequate sight distance. This has been incorporated in the Project design by the narrowing of the throat of the driveway.

Adequacy of on-site vehicular parking was also analyzed. The report found that although the proposed parking supply is deficient by 16 spaces, given the site’s proximity to rail transit, application of ITE standard parking demand rates together with the project’s proposed use of unbundled parking, the anticipated peak parking demand would be one space less than the proposed supply. Other than what has been incorporated in the project’s design, no mitigation measures were recommended.

VMT

The project is within 0.25-miles of a SMART rail station. The project places higher density residential development in close proximity to rail and includes an affordable housing component. The project is exempt from preparing a VMT analysis. Additionally, the project site is shown on the City of Santa Rosa VMT screening map as exempted (https://srcity.org/3313/Vehicle-Miles-Traveled).
Based on the above, a subsequent or new Negative Declaration or mitigated Negative Declaration is not necessary. The proposed Project qualifies for an Addendum.

4. CONCLUSION

The proposed Project has been evaluated for any related environmental consequences in this Addendum and in the technical reports referenced herein. All such reports are available for public inspection at the City of Santa Rosa Department of Planning and Economic Development or at the City’s Web page @srcity.org.

On the basis of the analysis in this Addendum and the technical reports, the proposed Project does not cause new significant environmental effects or substantial increases in the severity of a significant environmental effect identified in the NSRSASP EIR prepared for the project area. There are no substantial changes in circumstances affecting the 1650 West Steele Lane Apartments project, which would cause increased environmental impacts. Although there is new information, which was not known and could not have been known at the time of the NSRSASP EIR, analysis of that new information or regulations applied to the proposed Project shows no new or more severe environmental effects. Furthermore, no infeasibility of adopted mitigation measures, no new feasible mitigation measures which the applicant declines to adopt, or no alternatives different from those in the NSRSASP EIR, which would substantially reduce effects on the environment were discovered.

Approval of the proposed Project would not meet any of the requirements in Public Resources Code Section 21166 or in CEQA Guidelines Section 15162 for preparation of a subsequent Negative Declaration or a supplement to the Negative Declaration.
Source Documents Used to Prepare the Addendum

   Architect: Hedgpeth Architects
   Civil Engineer: Civil Design Consultants, Inc.
   Landscape Architect: McNair Landscape Architects
3. 2020 CEQA Statute & Guidelines. Association of Environmental Professionals. 2020
4. City of Santa Rosa General Plan 2035.
5. City of Santa Rosa Zoning Code
6. City of Santa Rosa Climate Action Plan
7. North Santa Rosa Station Area Specific Plan (NSRSASP). PMC; W-Trans; Strategic Economics; Coastland Engineers. September 18, 2012.
8. North Santa Rosa Station Area Specific Plan EIR. PMC. April 2012.
10. City Council of the City of Santa Rosa also adopted Ordinance No. ORD-2019-002 on January 15, 2019