

4 Revisions to the Draft SEIR

This chapter lists revisions to the Draft SEIR by chapter and page, in the same order as the revisions would appear in the Draft SEIR. New text is indicated with an underline and deleted text is indicated with ~~strikethrough~~.

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The text of the table of contents has been amended as follows.

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Executive Summary

On pages ES-4 through ES-5, revise the list of Proposed Plan objectives as follows.

The Proposed Plan provides the basis for the City’s land use and development policy and represents the basic community values, ideals, and aspirations that will govern development and conservation. Specific objectives established for the project include the following:

- Enhance the role of Downtown Santa Rosa as an energetic commercial and cultural center with a range of housing, employment, retail and restaurant options in a vibrant, walkable environment;
- Facilitate the production of housing that provides a range of options for people of all incomes, abilities, and stages of life;
- Enhance connectivity for pedestrians, cyclists, and transit users within in the Planning Area and to/from key destinations;
- Increase the number of residents and employees within one half mile of high frequency transit options;
- Strengthen sense of place by providing welcoming civic spaces, public art, and uses and design that promote day and nighttime vitality;
- Leverage City-owned properties in the planning area to catalyze redevelopment that can provide for the community’s unmet housing needs within the Planning Area;
- Reduce vehicle miles traveled (VMT) through improved jobs-housing balance within the Planning Area.

On ES-5, the text within Table ES-1 is amended as follows:

Table ES-1: Projected Residential Units at Buildout (2040)

	<i>Existing</i>	<i>Net Increase</i>	<i>Planning Area Total</i>
Residential Units ¹	2,445	7,000 6	9,451

Notes:

1. All housing units are assumed to be ~~single-family~~ multifamily, with the exception of 78 units in Imwalle Gardens

Source: Dyett & Bhatia, 2019.

The second sentence of the first full paragraph on page ES-6 of the Draft SEIR is hereby amended as follows:

The following topics were identified as areas of controversy or areas requiring particular attention in the Draft SEIR, based on comments at public meetings on the Proposed Plan and at the EIR Scoping Meeting, and responses to the Notice of Preparation (NOP):

Section 2.0 Project Description

Table 2.4 on page 2-25 in the Draft SEIR is hereby amended as follows:

Third Street and B Street ~~Healdsburg Avenue~~

The following text is hereby added before the last sentence in the first paragraph on page 2-34 of the Draft SEIR:

An amendment to revise the boundaries of the Roseland Area / Sebastopol Road Specific Plan and eliminate overlap with the Proposed Plan would be approved consistently with the Proposed Plan.

Section 3.7: Transportation

On page 3.7-24, revise the text as follows.

Residential VMT per capita represents the VMT associated with home-based trips divided by the population in the corresponding geographical area. Residential VMT per capita for a given area, in this case for the land within the boundaries of the Planning Area, is compared to the citywide ~~countywide~~ VMT per capita.

On pages 3.7-24 through 3.7-25, revise the text as follows.

~~Total VMT per Service Population includes the total VMT associated with all land uses and trip types divided by the sum of residents and employees. Note that the VMT numerator accounts for all vehicle trips except those passing through the area without stopping (in other words, it does not include traffic passing through downtown Santa Rosa on US 101). It encompasses all vehicle trip types including trips to work, school, shopping, recreation, and other uses. The Total VMT per Service Population metric captures regional travel influences, and the applied analysis compares the Proposed Plan's Total VMT per Service Population to the Countywide average.~~

On page 3.7-47, revise the text as follows.

The vehicle miles traveled results produced by the SCTM\15 travel demand model indicate that the residential VMT per capita, employment VMT per employee, and total VMT per service population metrics for the Planning Area will all be below the applied significance thresholds. In other words, the amount of vehicle travel generated by residents within the Planning Area would be more than 15 percent below current citywide ~~countywide~~ levels, and the amount of vehicle travel generated by employees within the Planning Area would be more than 15 percent below the countywide average. The total VMT per service population (residents plus employees) within the Planning Area would also be more than 15 percent below the countywide average. The VMT analysis is summarized in Table 3.7-12.

On page 3.7-47, revise the text in Table 3.7-12 as follows.

Table 3.7-12: VMT Analysis

VMT Metric	Baseline VMT Rate	Significance Threshold	Project VMT Rate	Resulting Significance
Residential VMT per Capita (Citywide <u>Countywide</u> Baseline)	12.38	10.52	8.19	Less than significant
Employment VMT per Employee (Countywide Baseline)	12.61	10.72	9.19	Less than significant
Total VMT per Service Population (Countywide Baseline)	14.59	12.40	9.94	Less than significant

Source: W-Trans, SCTA, 2020

Section 4: Alternatives Analysis

On page 4-20, revise the text as follows.

Traffic is expected to increase under the Proposed Plan, Redistributed Growth Alternative, and No Project Alternative, with corresponding increases in VMT. Under the Proposed Plan, in the future the amount of vehicle travel generated by residents as well as the service population (residents plus employees) within the Planning Area would be more than 15 percent below current ~~citywide~~ countywide levels, and the amount of vehicle travel generated by employees within the Planning Area would be more than 15 percent below the countywide average.

On page 4-21, revise the text as follows.

As with the Proposed Plan, the Redistributed Growth Alternative includes several TDM components that should effectively reduce VMT. These include requiring developers to incorporate TDM strategies to the extent feasible, waiving parking requirements in areas within one-quarter mile of high-frequency bus or rail transit, and establishing a downtown ~~Transit-Transportation~~ Transit-Transportation Management Association that will establish trip reduction targets and oversee a range of programs to incentivize alternatives to single occupant vehicle trips. Therefore, the Redistributed Growth Alternative would result in similar decreases in per capita VMT and per service population VMT. Per capita VMT may be slightly higher than the Proposed Plan given that this Alternative would result in 1,380 fewer residents at buildout.

