CarMax Dealership

Initial Study/Mitigated Negative Declaration

Lead Agency:

City of Santa Rosa
Community Development Department
100 Santa Rosa Avenue, Rm. 3
Santa Rosa, CA 95402-1678

Contact: Bill Rose, Senior Planner

Prepared by:

Metropolitan Planning Group
1303 Jefferson Street Suite 100-B
Napa, CA 94559

Date: May 12, 2014
NOTICE OF INTENT

DATE: May 13, 2014

TO: Public Agencies, Organizations and Interested Parties

FROM: Bill Rose, Senior Planner

SUBJECT: NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Pursuant to the State of California Public Resources Code and the “Guidelines for Implementation of the California Environmental Quality Act of 1970” as amended to date, this is to advise you that the Department of Community Development of the City of Santa Rosa has prepared an Initial Study on the following project:

**Project Name:** CarMax Dealership

**Location:** Santa Rosa, Sonoma County, CA
APNs: 043-101-027 (2800 Corby Avenue); 043-091-036, 043-091-033, and 043-091-034 (Quillco Court); and 043-091-035 (477 Quillco Court).

**Property Description:** The project site is comprised of five (5) contiguous parcels totaling approximately 7.15 acres. A portion of the site has been previously developed and is currently occupied by existing auto related uses. The overall site is relatively flat with a gradual slope to the southwest. It is located between Dowd Drive on the west and Corby Avenue on the east. The existing Quillco Court (approximately 0.3 acres) currently provides access off of Dowd Drive to the 4 western most parcels of the subject site, while the eastern parcel is currently accessed off of Corby Avenue. The subject site is bounded by automotive sales and service uses to the north, south and west, and to the east is US 101.

Pursuant to the City’s General Plan Land Use map, the project site is designated as Retail and Business Services. The eastern parcel is currently zoned CV (Motor Vehicle Sales) and the western parcels, surrounding Quillco Court are currently zone light industrial (IL) pursuant to the zoning map.

**Project Description:** The project includes the redevelopment of 7.15 acres for use as a CarMax Dealership. The project consists of the demolition and removal of onsite buildings, pavement, structures, utilities, right-of-way and vegetation. Site improvements include construction of a new approximately 9,691 square foot auto sales facility, an approximately 3,342 square foot auto service facility, an approximately 936 square foot carwash and onsite parking for car staging, storage, and employee and customer parking.

The project includes a reversion to acreage, which will remove the right-of-way entitlement at Quillco Court and allow for the evacuation of easements. A lot merger would combine the 5 parcels into a single consolidated lot. The project will also require a rezone from IL to CV and is subject to administrative design review.
Environmental Issues: The Project would result in potentially significant impacts to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazardous Materials, Hydrology and Water Quality, Noise and Traffic and Circulation. All Project impacts can be mitigated to a less-than-significant level through implementation of mitigation measures and through compliance with existing Municipal Code requirements or City standards. Mitigation measures are summarized in the attached Mitigation Monitoring and Reporting Plan (MMRP) and the Initial Study/Mitigated Negative Declaration. This environmental document has been prepared in consultation with local and state responsible and trustee agencies and in accordance with Section 15063 of the California Environmental Quality Act (CEQA).

A 30-day (thirty-day) public review period for the IS/MND shall commence on May 22, 2014. Written comments must be sent to the City of Santa Rosa, Community Development Department, Planning Division, 100 Santa Rosa Avenue, Room 3, Santa Rosa CA 95402 by June 23, 2014. The City of Santa Rosa Planning Commission will hold a public meeting on the Initial Study/Mitigated Negative Declaration and project merits on June 26, 2014, at or after 4:00 p.m. in the Santa Rosa City Council Chambers located at City Hall, 100 Santa Rosa Avenue, Santa Rosa, CA. Correspondence and comments can be delivered to Bill Rose, Project Planner, phone: (707) 543-3253, email: wrose@srcity.org.
ENVIRONMENTAL CHECKLIST

1. Project Title: CarMax Dealership

2. Lead Agency Name & Address: City of Santa Rosa
   Community Development Department
   Planning Division
   100 Santa Rosa Avenue (P.O. Box 1678)
   Santa Rosa, California 95402-1678

3. Contact Person & Phone Number: Bill Rose, Senior Planner
   Phone number: (707) 543-3253
   Email: wrose@srcity.org

4. Project Location: The site is located in the City of Santa Rosa
   Parcel (1) APN: 043-101-027-000 (2800 Corby Avenue)
   Parcel (2) (3) (4) APN: 043-091-036-000, 043-091-033-000, and
   043-091-034-000 (at Quillco Court)
   Parcel (5) APN: 043-091-035-000 (477 Quillco Court)

5. Project Sponsor's Name & Address: Centerpoint Integrated Solutions
   1240 Bergen Pkwy, Suite A250
   Evergreen, CO 80439

6. General Plan Designation: Retail and Business Services

7. Zoning: CV (Motor Vehicle Sales) and Light Industrial (IL)

8. Description of Project: The project includes the redevelopment of 7.15 acres for use as a CarMax
   Automobile Dealership. The project consists of the demolition and removal of onsite buildings, pavement,
   structures, utilities, right-of-way and vegetation. Site improvements include construction of a new approximately
   9,691 square foot auto sales facility, an approximately 3,342 square foot auto service facility, an approximately
   936 square foot carwash and onsite parking for car staging, storage, and employees and customers. (Also see
   expanded project description below).

9. Surrounding Land Uses and Setting: The site is located between Dowd Drive to the west and Corby
   Avenue to the East. To the east, beyond Corby Avenue is US 101. The subject site is surrounded by existing auto
   related uses including sales, service and repair. To the south of the site are light industrial land uses. The project
   site is designated as Retail and Business Services under the General Plan. The eastern parcel is currently zoned
   CV (Motor Vehicle Sales) and the 4 westernmost parcels are zoned light industrial. The site is surrounded by land
   uses that are designated Retail and Business Services and Light Industrial under the General Plan. To the north,
   east, west and south are lands zoned CV. Lands to the southwest are zoned light industrial.

10. Other Public Agencies Who’s Approval Is Required: The Project would require demolition, building,
    grading and utility permits from the City. Pursuant to District Regulation #11-2-401.3, the applicant is required to
    obtain a J# issued by BAAQMD prior to demolition activities. No other public agency approvals are required.
CARMAX AUTOMOBILE DEALERSHIP

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1.0 PROJECT DESCRIPTION

The proposed CarMax project site consists of 7.15 acres located in southwest Santa Rosa, CA bounded by Corby Avenue on the east and Dowd Drive on the west with existing auto dealerships and light industrial located to the north and south. The project site is comprised of five autonomous parcels with the easternmost parcel zoned (CV) for motor vehicle sales and the four western parcels zoned (IL) for light industrial. A reversion to acreage is proposed for the Quillco Court right-of-way and onsite easements. A lot merger is proposed in order to combine all five lots into a single lot. A zoning map amendment is also part of the project and would change the IL designation to CV. The existing parcels include the following five APNs:

Parcel 1 APN: 043-101-027-000 (2800 Corby Avenue)
Parcel 2, 3, 4 APN: 043-091-036-000, 043-091-033-000, and 043-091-034-000 (at Quillco Court)
Parcel 5 APN: 043-091-035-000 (477 Quillco Court)

There are three existing buildings on Parcel 1 that include (1) an actively used Body Shop (Hansel Prestige Auto Body) sited on the northwest portion of the parcel, (2) a vacant, office & sales building, sited in the northeast portion of the parcel with an associated detailing garage to the west, and (3) the former Hansel automotive showroom and offices. Parcels 2, 3, and 4 contain a gravel lot surrounded by a chain link fence and are otherwise undeveloped with no structures, and parcel 5 has one commercial building that contains “Dee Jays Sash and Glass Company” and “North Bay Petroleum.”

Site preparation will involve the demolition of all existing buildings (4) onsite and removal or abandonment of existing pavement, appurtenant structures, vegetation and utilities located within the project site boundary. Existing public utilities including utility boxes, transformer, pipelines and easements will be abandoned or relocated in order to accommodate the proposed infrastructure. Those utilities that are to be abandoned include the existing public water and sewer mains located within the Quillco Court right of way. The existing sewer main will be replaced with a 6" sewer lateral that will connect to the City mains. Existing gas and electric lines that currently traverse the middle of the project site will be re-routed to accommodate new construction.

The project proposes the construction of an approximately 9,691 square foot auto sales facility to be located in the center of the property, an approximately 3,342 square foot auto service facility, an approximately 936 square foot carwash located in the northern portion of the property and an approximately 1,784 square foot car staging area in the eastern portion nearest Corby Avenue. Additionally, the project proposes an above ground fuel storage tank in the northeast portion of the site. Approximately 4.25 acres of the project site would be devoted to parking stalls for the staging and storage of sale vehicles, and for employee and customer parking. The project proposes a total of 546 parking stalls consisting of 320 spaces within a secured lot, 176 spaces within an unsecured lot, and 50 spaces designated for employee and customer parking.

The proposed building height will be approximately 24'-2" with the entry vestibule peaks extending to 37'-4". The project includes pole-mounted light fixtures with a maximum height of 16 feet. All exterior fixtures are downcast to avoid lighting intrusion onto adjacent properties. All buildings and auxiliary structures have been designed in accordance with Motor Vehicle Sales (CV) development standards and are subject to administrative design review pursuant to Ordinance #3944, Aggressive Economic Development Augments, which serves to promote development and job growth by reducing barriers to development and new businesses.

New drainage infrastructure is proposed with the intention of maintaining the existing flows and direction of stormwater runoff, with flows conveyed to the southwest and connecting to the existing storm drains on Dowd Drive, which further conveys flows to the regional flood control facilities. A drainage structure is proposed for the northern property line to collect stormwater runoff generated by impervious surfaces located to the north and northeast of the project site. The proposed improvements include the installation of three stage sand oil separators to provide onsite treatment and filtration of water. A series of vegetated swales and bio-retention features consistent with the requirements of Low Impact Development (LID) are also proposed as delineated on the Site Plans.
Site improvements also include landscaping comprised of trees, shrubs and grasses to be located around the periphery of the site, within the parking lot islands and around the base of the sales building. Trees will extend along the Dowd Drive frontage and along the north property boundary. A series of low shrubs and groundcover will be featured around the east and south edges of the project site. The proposed landscaping improvements are delineated on the Landscaping Plans.

The CarMax project includes provisions in order to meet the following mandatory requirements identified in the New Development Checklist of the Santa Rosa Climate Action Plan (CAP):

1.1.1 Comply with Cal Green Tier 1 Standards;
1.3.1 Install real-time energy monitors to track energy use;
1.4.2 Comply with the City’s Tree Preservation Ordinance;
1.4.3 Provide public & private trees;
1.5 Install new sidewalks and paving with high solar reflectivity materials;
3.1.2 Support implementation of station plans and corridor plans;
3.2.2 Improve Non-vehicular network to promote walking and biking;
4.1.1 Implement the Bicycle and Pedestrian Master Plan;
4.1.2 Install bicycle parking consistent with regulation;
4.3.2 Work with large employers to provide rideshare programs;
4.3.3 Consider expanding employee programs promoting transit use;
4.3.4 Provide awards for employee use of alternative commute options
7.1.1 Reduce potable water use for outdoor landscaping;
7.1.3 Use water meters which track real time water use;
7.3.2 Meet on-site meter separation requirements in locations with current or future recycled water capabilities;
9.1.3 Install low water use landscapes; and
9.2.2 Maintain construction equipment per manufacturer’s specs.

Ingress and egress will be provided by a total of three access driveways. Two driveways on Dowd Drive (each 30 feet wide) will serve as the primary access points with secondary access provided by a driveway located on Corby Avenue (24 feet wide). Internal circulation will be facilitated by a series of aisles comprised of a minimum of 24 feet in all 90-degree parking areas intended for customers and employees, and 20 feet wide aisles in all areas intended for sales and staging. A two-way driveway measuring 24 feet wide, will provide east-west access between Dowd Drive and Corby Avenue. A 20-foot fire lane will extend from the southern driveway to the auto staging area to ensure adequate circulation for emergency vehicles. Circulation improvements will also include the installation of signage for a Class III bicycle route along the Dowd Drive project frontage and connecting with existing and planned bike routes on Hearn and Santa Rosa Avenues. Additionally, the project will construct a sidewalk along the Dowd Drive project frontage thereby providing continuous pedestrian connectivity to sidewalks north and south of the project site.

Project Location and Existing Conditions

The project site is comprised of five (5) contiguous parcels totaling approximately 7.15 acres. A portion of the site has been previously developed and is currently occupied by existing auto related uses. The overall site is relatively flat with a gradual slope to the southwest. It is located between Dowd Drive on the west and Corby Avenue on the east. The existing Quillco Court (approximately 0.3 acres) currently provides access off of Dowd Drive to the 4 western most parcels. The subject site is bounded by automotive sales and service uses to the north, south and west, and to the east is US 101.

2800 Corby Avenue (APN: 043-101-027)
This parcel is approximately 3.81 acres in total area and located immediately east of Corby Avenue. There are three existing buildings on this parcel including a showroom and body shop. Buildings are single-story and consist of approximately 19,329 square feet. The entire lot has been paved and is used for car sales staging and storage. Other onsite structures consist of wood fencing, gates, bollards, pole mounted light fixtures, and sign bases.

The former Hansel automotive showroom and office building (currently vacant) is located near the front of the parcel, facing Corby Avenue, and is approximately 22 feet in height. Landscaping is limited to a small area of turf, groundcover, and shrubs in front of the Corby Avenue facing showroom. The balance of the parcel lacks landscaping. The majority of the site is improved with an asphalt hardscape to accommodate vehicle parking. Site access is currently provided via two driveways off of Corby Avenue.
Quillco Court (APNs: 043-091-036, 049-091-033 and 043-091-034)

This area contains three parcels that are currently undeveloped. The western most parcel 034 has frontage along Dowd Drive and is 0.6 acres. The interior parcels consist of parcel 033 at approximately 0.76 acres, which contains a storm drain easement on the east property line. Parcel 036 is 0.58 acres and contains a storm drain easement on the northwest property line. All three parcels are flat and were previously paved, although weeds and vegetation are present around the margins and through cracks in the pavement. The entire 1.94 acre area is surrounded by an existing chain link fence, which has gated access from within Quillco Court.

477 Quillco Court (APN: 043-091-035)

This property is approximately 1.1 acres and consists of an existing 13,712 square foot single story building and an associated parking lot. The existing business is Dee Jay’s Sash & Glass Inc., which provides auto related services. The western edge of the parcel has frontage along Dowd Drive. A landscaped area planted with turf and a number of trees separates the developed portion of the site from Quillco Court and Dowd Drive. The site is currently accessed via a driveway off of Quillco Court from Dowd Drive.

Required Entitlements/Permits

In addition to the requisite building and/or encroachment permits, Design Review approval is required for new-car auto dealerships, pursuant to City Council Ordinance 3944 (Aggressive Economic Development Measures). A zoning map amendment is required for the 4 parcels located off of Quillco Court, which would change the existing zoning designation from light industrial (IL) to (CV), consistent with the proposed use onsite. The project includes a reversion to acreage that requires the abandonment of the existing right-of-way easement at Quillco Court. A lot merger would consolidate the 5 parcels into a single parcel totaling 7.15 acres.
Figure 1: General Plan Land Use Designations

Legend
Retail & Business Services
Light Industry
Low Density Residential
Med. Low Density Res.
Medium Density Residential

Source: City GP Land Use Map
September 18, 2012
Figure 2: Zoning Map Designations

Legend

CV = Motor Vehicle Sales
IL = Light Industry
R = Residential
RR = Rural Residential
PD = Planned Development
CG = General Commercial

Source: City Zoning Map
August 2013
Figure 3: Customer and Employee Lot Rendering

Figure 4: Sales and Staging Lot Rendering
2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☒ Aesthetics
- ☒ Biological Resources
- ☒ Hazards & Hazardous Materials
- ☐ Mineral Resources
- ☐ Public Services
- ☐ Utilities / Service Systems
- ☐ Agriculture Resources
- ☒ Cultural Resources
- ☒ Hydrology / Water Quality
- ☐ Noise
- ☐ Recreation
- ☒ Mandatory Finding of Significance
- ☒ Air Quality
- ☒ Geology /Soils
- ☐ Land Use / Planning
- ☐ Population / Housing
- ☒ Transportation / Traffic

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an EARLIER EIR or NEGATIVE DECLARATION pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Bill Rose, Senior Planner

Date: 4/15/14
3.0 Evaluation of Environmental Impacts

The following discussion addresses the potential level of impact relating to each aspect of the environment.

I. AESTHETICS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
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<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>

Sources: 2035 General Plan and EIR; CarMax Renderings; Landscaping Plan and Lighting Plan.

Aesthetics Setting: The project site is comprised of 7.15 acres of underdeveloped land surrounded by existing auto-related commercial and light industrial land uses. The site is located in the City’s Urban Growth Boundary and within the Southwest Planning Area (Figure 2-3 of the General Plan). The area surrounding the project site consists largely of existing auto-related development with buildings typically oriented towards Corby Avenue and US Hwy 101. Highway 101 from the northern to the southern city limits is a City designated Scenic Roadway with critical viewpoints from the roadway itself. General Plan policies require effort be put toward the identification, preservation and enhancement of scenic roads throughout the City.

Aesthetic and visual resources within, and viewed from, the project site include limited views of the Sonoma Mountains and foothills. The development pattern remains consistent throughout the area in terms of massing, scale and site planning with lots typically defined by one or two rectilinear, horizontally-oriented buildings flanked by expansive paved areas for auto sales, staging or other auto-related uses.

All existing onsite features will be removed, demolished or abandoned as part of the proposed project. As proposed, the project includes demolition of the four existing commercial buildings located within the project site boundary. Those buildings slated for demolition include: three existing structures on Parcel 1, including an actively used Body Shop (Hansel Prestige Auto Body), a vacant office & sales building with an associated detailing garage, the former Hansel automotive showroom and offices, and the commercial building on Parcel 5 that houses “Dee Jays Sash and Glass Company” and “North Bay Petroleum.”

Impact Discussion:

I. (a) Less than Significant Impact: The 2035 General Plan EIR identifies vistas of Sonoma Mountains and foothills as significant visual resources with notable viewpoints visible throughout the City of Santa Rosa. The Sonoma Mountain Foothills are visible from the project site when viewed in an easterly direction. However, despite the project being located in an area with an existing viewshed, the project is not expected to substantially obstruct or diminish the existing views of the Sonoma Mountains.

The project is planned to be sited in an underdeveloped area within the bounds of the UGB and proposes to construct an auto-dealership similar in scale, massing and intensity to the existing surrounding development. Project site plans do not depart significantly from what is presently on the site. Thus, the project would not have a significant effect on the city’s identified scenic vistas and valued viewsheds.
Like the surrounding development, the CarMax auto-dealership will feature structures with a notable horizontal orientation and will devote a large amount of the project site to paved parking areas that will not result in changes above grade level. Of the 7.15 acres available, 0.36 acres will be developed with buildings and the remaining acreage will not feature any substantial alterations above existing grade. Due to the horizontal orientation of the proposed buildings, the ratio of buildings to parking and landscaped areas, and the fact that the project is a redevelopment of an existing, underutilized lot, the project is not expected to result in significant impacts to scenic vistas or views of significant landscape features. Therefore, all impacts associated with scenic vistas will remain below levels of significance.

I. (b) **Less than Significant Impact:** No State Scenic Roadways traverse the planning area, therefore no scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings visible from a State Scenic Highway would be impacted. Hwy 101, located to the east of the project site is a City designated scenic roadway. Based on the existing conditions onsite and the vicinity, the proposed redevelopment of the subject project would have a less than significant impact on the City’s designated scenic roadway.

I. (c) **Less than Significant Impact:** The project site at present consists of underutilized land with no existing visual resources onsite or in the direct vicinity. Development of the project site will involve the construction of a primary sales and service building situated in the western portion of the project site with the service side of the building oriented towards Dowd Drive on the west, and the sales side of the building oriented towards Corby Avenue on the east. A Carwash is proposed for the northeast portion of the site with the remainder of the lot being devoted to parking and car-staging areas with limited landscaping.

The primary site entrance will be located at access driveways on Dowd Drive with secondary public access provided by a two-way driveway at Corby Avenue. The vehicle inventory area will front Corby Avenue and be secured by a highway guardrail and an ornamental wrought iron fence with embassy-style security gate. Customer and employee parking will be confined to the west side of the property. The sales and service building will be located west of the display area, roughly in the center of the project site. The sales staging area will be located to the north of the service building and enclosed by a six foot tall masonry wall intended for security and screening purposes; a wrought iron, embassy style, security gate will provide gated access.

Similar to the existing buildings in the project vicinity and currently found onsite, the proposed CarMax sales building will exhibit a strong horizontal orientation. The primary facade materials include split face concrete masonry unit (CMU) in dark earth tones with two, faux-belt courses of smooth faced CMU in a light earth tone. A series of piers featuring white caps adorn the elevations. The main sales building features a series of 10'-0" aluminum storefront windows with blue tinted glazing on the south and east facades and has a building height of 24'-2". The service area entrance consists of two multi-paned garage doors that are framed by a blue metal panel. The west elevation features a series of garages with doors of the same color as the primary siding. A 37'-3" tall, gabled, white entry vestibules with blue standing seam roof will project from the south and east façades above the aluminum and glass paneled entrance doors. Within the portico and appended to the primary façades, will be a CarMax sign featuring yellow and white letters against a dark blue backdrop. The roof will contain a rooftop screen matching the light earth tone of the walls.

The proposed landscaping will feature a variety of trees, shrubs and grasses to be located around the periphery of the site, within the parking lot islands and at the entrance to the sales building. The landscaping along the Dowd Drive frontage consists of an 11 foot wide planting area including groundcover, shrubs and street trees. A 24 inch wide gravel strip between the rear portion of the sidewalk and proposed sod lawn provides a drainage feature. A series of street trees will be planted along the Dowd Drive frontage. Landscaping is also proposed along the entire north property line including 11 oak trees. A series of low shrubs and groundcover will be featured around the east and south property lines. Rows of fan palms (Chamaerops Humilis) will line the pathway located in the southeastern portion of the project site providing access between the vehicle sales area and vehicle display area. The proposed landscaping featuring a variety of trees, shrubs and ornamental grasses will maintain a strong concept throughout the site to provide visual consistency and a unified character. The trees located around the periphery of the project site and interspersed within the customer and employee parking area will provide shading.

Redevelopment of the underutilized lot as proposed would reinforce the existing character of the area by contributing a cohesive and integrated design that is consistent with the existing auto row. The proposed architecture and landscaping does not depart significantly from the established character of the surrounding development. Therefore, impacts associated with the degradation of visual character are expected to be less than significant.
I. (d) **Less than Significant Impact:** The project site is bounded by existing commercial and light industrial businesses, all of which currently contain on-site lighting and street lighting. Exterior lights installed in conjunction with the project buildout will result in a minimal increase of artificial light in the vicinity. The proposed project is required to conform to Santa Rosa’s Zoning Ordinance § 20-30.080 Outdoor Lighting, which specifies lighting standards for all new exterior lighting, such as the provision that lighting in commercial and retail districts be limited to a height of 16 feet.

There are currently light fixtures on the project site that extend to a maximum height of 20 feet. New light fixtures will adhere to the 16-foot height limitation per the Santa Rosa Standards for all Development, ordinance 20-30.080 which regulates outdoor lighting. As shown in the proposed Lighting Plan the applicant would utilize “shoebox” lighting fixtures mounted on light poles intended for visibility and security purposes. The fixtures will use a flat lens and will be downcast to minimize light pollution and/or light spill onto adjacent properties.

Based on the project’s Lighting Plan the illuminance onsite will remain within the site boundary. This will be accomplished by rotating reflectors to direct light towards the site and prevent glare and intrusion onto adjacent properties. As shown in the Lighting Plan footcandle level at 4 feet above the ground are minimal at the project margins. The proposed lighting is consistent with the established lighting provision and does not introduce new or excessive illumination. Thus, the project has limited potential to result in light pollution associated with exterior commercial lighting that could affect nighttime view in the project area. Therefore, the project would have a less than significant impact due to the creation of a new source of light or glare.

**Mitigation Measure:** No mitigation required.
II. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:

<table>
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<tbody>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Result in the loss of forest land or conversion of forest land to non-forest use?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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</tr>
</tbody>
</table>

Sources: City of Santa Rosa General Plan and DEIR.

Agricultural Setting: There are approximately 19,704 acres of agricultural lands within the City’s boundaries that are largely concentrated along the western edge of the City. 18,080 of those acres fall within the greater Planning Area, whereas approximately 1,624 acres are located within the designated Urban Growth Boundary (UGB). Agricultural lands within the UGB are predominantly designated as farmland of “Local Importance,” however; there are small portions of land that are designated as “Prime”, “Statewide Importance” and “unique” farmlands. None of the aforementioned agricultural or forestland designations are present on or near the project site.

Impact Discussion:

II. (a-e) No Impact: The project site does not include any agricultural or forested land. The project, as proposed, consists of infill development located on an underutilized portion of land and will not impact prime farmland, unique farmland or farmland of statewide importance. The project will not interfere with Williamson Act contracts or any existing agricultural uses. In the absence of forested lands there is no potential for the project to conflict with existing forested land zoning or encourage the loss or conversion of forested land to another use. As the project is infill within the UGB it will not provide an impetus for the conversion of farmland or forestland to any alternative use. Therefore, the project will have no impacts associated with agricultural lands or forestlands.

Mitigation Measures: No mitigation required.
III. AIR QUALITY

<table>
<thead>
<tr>
<th>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d) Exposure of sensitive receptors to substantial pollutant concentrations?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>

Sources: 2035 GP and EIR; 2010 BAAQMD Clean Air Plan; BAAQMD CEQA Guidelines, and “Limited Asbestos-Containing Materials and Limited Lead-Based Paint Surveys,” prepared by Kleinfelder, October 2, 2013.

Air Quality Setting: The City of Santa Rosa is located within the San Francisco Bay Area Air Basin (SFBAAB) and therefore subject to the ambient air quality standards (AAQS) established by the Bay Area Air Quality Management District (BAAQMD), and those adopted by the California Resources Board (CARB), and the U.S Environmental Protection Agency. Air quality within the Bay Area Air Basin is due to natural, geographical, and meteorological conditions as well as human activities including construction and development, operation of vehicles, and industry and manufacturing.

The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin, including the City of Santa Rosa. The BAAQMD operates a monitoring station in downtown Santa Rosa at 5th Street, where it records pollutant concentration levels for carbon monoxide (CO), Nitrogen Dioxide (NO₂), Ozone (O₃), and Particulate Matter (PM₂.5). The BAAQMD Compliance and Enforcement Division routinely conducts inspections and audits of potential polluting sites to ensure compliance with applicable federal, State, and BAAQMD regulations.

The Bay Area Air Basin is designated as non-attainment for both the one-hour and eight-hour state and national ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Basin is also in non-attainment for the PM₁₀ and PM₂.₅ state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m³ for PM₁₀ and less than 12 µg/m³ for PM₂.₅. In addition, the Bay Area Air Basin is designated as non-attainment for the national 24-hour PM₂.₅ standard. All other national ambient air quality standards within the Bay Area Air Basin are in attainment.¹

¹ “2010 Clean Air Plan,” prepared by the Bay Area Air Quality Management District, September 2010.
The BAAQMD has established preliminary screening criteria for both construction and operational phases of a project to provide lead agencies with a conservative indication of whether a proposed project could result in significant air quality impacts. If all of the screening criteria are met by a proposed project, then the lead agency need not perform a detailed air quality assessment of the project’s air pollutant emissions and a less-than-significant impact would occur.

The City’s General Plan sets forth policies and programs to maintain and enhance air quality. OSC-J-1 is particularly applicable to the subject project by requiring the incorporation of dust abatement. No new or increased impacts beyond what is already anticipated in the 2035 General Plan are expected to occur as a result of the proposed CarMax project.

**Air Quality Impact Discussion:**

III. (a) No Impact: The BAAQMD adopted the Bay Area 2010 Clean Air Plan (CAP) in September 2010 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The 2010 CAP serves to update the 2005 Ozone Strategy and provides control strategies to address air quality pollutants including ozone (O₃), Particulate Matter (PM), toxic air contaminants (TACs), and greenhouse gases (GHGs). A total of 55 control strategies have been developed as part of the CAP for land use, energy and climate, stationary sources, transportation, and mobile sources. Control strategies are designed to reduce emissions of ozone precursors, PM, air toxics, and greenhouse gases, work towards attainment of state ozone standards, reduce transport of ozone to neighboring basins, and to protect public health and the climate. Measures to implement control strategies include the use of clean and efficient vehicles, Green Construction Fleets, enhanced bicycle and pedestrian access, energy efficiency, and others.

The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general a project is considered consistent if a) the project supports the primary goals of the CAP, b) includes control measures and c) does not interfere with implementation of the CAP measures. Development of the proposed CarMax project is expected to be consistent with the CAP as it supports the primary goals, includes basic control measures and would not result in any conflicts in implementing the CAP. Therefore, the project would have no impacts due to a conflict with the regional air quality plan.

III. (b-c) Less Than Significant Impact with Mitigation: The project would generate temporary air pollutant emissions during construction activities associated with site preparation, demolition, ground disturbance, the operation of heavy duty construction equipment, workers traveling to the site, and the delivery of material to the project site. These activities would create temporary emissions of fugitive dust from site grading, and the release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx) from combustion of fuel.

Although the project is not expected to generate substantial air quality emissions during construction, the project shall implement Basic Construction Measures, as defined by BAAQMD to ensure that potential impacts to air quality during construction are reduced to levels below significance. Measure AQ-1 sets forth the Basic Construction Measures such as limiting idling time, water exposed surfaces, covering haul trucks and other best practices that shall be implemented during all construction activities. With implementation of AQ-1 potential impacts associated with construction activities would be reduced to levels below significance.

Construction activities would include the demolition of four existing buildings onsite, the removal of asphalt, and other ancillary structures onsite. The BAAQMD requires that potential asbestos-containing materials be evaluated prior to demolition and that appropriate pre-demolition notifications be provided. The buildings to be demolished have been surveyed for the presence of asbestos-containing materials (ACM) and lead based paints (LBP). ACM are commonly found in various aspects of older buildings including roofing, flooring, ceiling, and piping. The survey included 138 building materials samples to assess the presence of ACMs. The result of the surveys indicate that 3 of the 4 onsite buildings contain ACMs and all buildings contained detectable levels of lead based paints. Due to the presence of ACM and lead based paints the project is considered to have a potentially significant impact to air quality during demolition. In order to ensure that this potential impact is avoided the project shall implement Measure AQ-2 and HAZ-2, which requires additional sampling, use of a licensed ACM/LBP abatement contractor during demolition, and notification requirements in accordance with Cal-OSHA and BAAQMD regulations (Regulation 11, Rule 2) as specified in the Asbestos and Lead Report. (Also see Section VIII, Hazards and Hazardous Materials for details on Measure HAZ-2 and related discussion).

With implementation of Measures AQ-2 and HAZ-2, potential impacts to air quality from demolition would be reduced to less than significant levels.
Operation of the project is not expected to result in substantial air quality emissions. Air quality emissions will be generated primarily by customers and employees traveling to the project site. As an approximately 14,000 square foot building, lighting, electricity and water and wastewater energy related demands are expected to be minimal. Accordingly, the project will not violate any air quality standard or result in a cumulatively considerable net increase of any criteria pollutant in non-attainment, PM$_{10}$, and PM$_{2.5}$, including ozone precursors at operation. Therefore, air quality emissions generated by the proposed project at operation will be less than significant.

III. (d) **Less Than Significant Impact:** The project site is not located adjacent to any sensitive receptors. The site is surrounded by existing auto dealerships and light industrial land uses. There are no sensitive receptors that would be exposed to substantial pollutant concentrations during construction. The proposed project would result in the demolition of existing structures, grubbing and site preparation, grading, and construction including infrastructure and landscaping, which would result in the emission of air quality pollutant. However, due to the scope and scale of the project air quality emissions are expected to be minimal. Additionally, implementation of AQ-1 would further limit exhaust emissions and fugitive dust generated during construction. At operation, the proposed project will not generate air quality emissions or introduce new sensitive receptors onsite. Therefore, air quality impacts to sensitive receptors from the proposed project would be less than significant.

III. (e) **Less Than Significant Impact:** There may be occasional localized odors during construction associated with construction equipment, paving and architectural coating. Any odors generated during construction would be temporary and not likely to be noticeable beyond the immediate construction zone. As an auto dealership, the project will not create objectionable odors affecting a substantial number of people. Therefore, the project will have less than significant impacts to air quality due to objectionable odors.

**Mitigation Measures:**

**AQ-1:** The Applicant and contractor(s) shall implement basic air quality construction measures recommended by the BAAQMD, including the following:

- Water all active construction areas (staging, parking, soil piles, unpaved driveways, etc) at least twice daily.
- Cover all hauling trucks transporting materials offsite.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas. Sweep streets daily (with water sweepers) if visible soil material is deposited onto adjacent roads.
- Limit traffic speeds on any unpaved roads to 15 mph.
- Suspend construction activities that cause visible dust plumes that extend beyond the construction site.
- A certified mechanic shall verify that equipment is properly tune and maintained in accordance with manufacturer specifications.
- Idling times shall be limited to 5 minutes or less pursuant to the "no idling" rule for in-use off-road diesel-fueled vehicles. Signage shall be posted at the construction site indicating the idle time limitation.
- Post a publicly visible sign with the telephone number of designated person and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

**AQ-2:** The demolition and removal of asbestos-containing building materials shall be subject to applicable California Occupational Safety and Health Administration (CAL-OSHA) and BAAQMD Regulations, and the applicant shall obtain a Job Number from the BAAQMD. The applicant shall present the Job Number to the City Building Department and notify the BAAQMD at least 10 working days before demolition commences. Federal and state construction worker health and safety regulations shall be followed during demolition activities due to the presence of lead based paint. All ACM and LBP shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.
IV. BIOLOGICAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?</td>
<td>☐</td>
<td>☒</td>
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<tr>
<td>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
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</tr>
<tr>
<td>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: Santa Rosa General Plan and EIR 2035; Figure 7-2: Biological Resources; Figure 7-1: Open Space and Community Separators: and Santa Rosa Plain Conservation Strategy Plan Map; Threatened and Endangered Species Surveys, and Wetlands and Waterway Delineation prepared by Kleinfelder, November 1, 2013;

**Biological Resources Setting:** Biological resources are protected by statute including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), and the Clean Water Act (CWA). The Migratory Bird Treaty Act (MBTA) affords protection to migratory bird species including birds of prey. These regulations provide the legal protection for plant and animal species of concern and their habitat. Recent regional efforts, including the drafting of the Santa Rosa Plain Conservation Strategy Plan, have taken the first steps towards establishing a regional biological framework to protect the endangered Tiger Salamander and four rare plant species associated with wetland environments. Although not formally adopted, the Plan sets forth development and habitat protection strategies to reduce impacts on endangered species.
The Santa Rosa Urban Growth Boundary includes portions of the Santa Rosa Creek and associated tributaries including portions of Matanzas Creek, vernal pools, grasslands, hillsides and woodlands, all of which serve as important habitats for a variety of plant and animal species. A number of the plant and animal species found within the Santa Rosa Planning area are recognized as special-status species. Also found within the Planning Area are species identified by the California Natural Diversity Database (CNDDB) as sensitive resources based on their rarity and vulnerability to threats.

The 7.15 acre project site has been previously developed with auto-related and light industrial land uses and is bounded by a mixture of similar development. The site is not located in an area identified as containing any endangered plant or animal species as there is no suitable habitat onsite. As a result of the existing development on the project site and the commercial and industrial development characterizing the surrounding area, no identified biological resources exist on the site or in the immediate vicinity.

**Biological Impact Discussion:**

IV. (a) **Less Than Significant Impact with Mitigation:** The currently underutilized project site does not directly support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. There are 26 onsite trees located around Quillco Court that may provide perching and potential nesting opportunities to bird species including migratory birds that are protected under the MBTA. Adherence to California Department of Fish and Game Code Section 3503 and the MBTA will ensure that potential impacts to migratory bird species are avoided. Should construction activities occur within the breeding season (Sept-July), then a pre-construction bird survey shall be conducted by a qualified biologist, pursuant to BIO-1 set forth below. With implementation of mitigation measure BIO-1, potential impacts to migratory birds will be reduced to level that are less than significant.

IV. (b-c) **No Impact:** The project site is currently developed with four commercial/ light industrial buildings, paved areas and parking. The property does not contain any riparian habitat or other sensitive natural communities. The project is not located near any identified tributaries, waterways or wetlands. Therefore, the project will not impact natural communities or riparian habitat as a result of development activities. Furthermore, no federally protected wetlands, including but not limited to, marsh, vernal pools or coastal wetlands, exist within the project site boundaries or vicinity. Therefore, the project will have no impact to any sensitive species or habitat.

IV. (d) **Less Than Significant Impact:** There is no evidence of migratory wildlife corridors or nursery sites on the project site or in the project vicinity. The existing development surrounding the project site makes it relatively inaccessible to many species and eliminates the possibility of the site functioning as a movement corridor. Development of the proposed CarMax project will not substantially interfere with the movement of fish or other wildlife species including migrating species. Therefore, the project will have less than significant impacts to wildlife corridors and species movements.

IV. (e) **Less Than Significant Impact:** The City of Santa Rosa’s tree ordinance, set forth in Santa Rosa City Code Chp.17-24, ord. 2858, applies to any tree having a diameter breast height (DBH) of four inches or more. Approximately 26 existing trees will be removed and replaced with approximately 150 new trees comprised of seven different varieties as specified in the Landscaping Plans. None of the trees proposed for removal constitute a heritage tree. The average diameter of the existing trees onsite is approximately 6 inches. Accordingly, the 26 trees onsite have a combined diameter of 156 inches, which would require replacement of 13 trees (Replacement Tree Calculation: 156 inches/62=13). As the project proposes the planting of 150 trees the tree replacement requirement would be fulfilled. Thus, the ratio of removal to replacement is sufficient to meet stipulations set forth in the Santa Rosa Tree Ordinance. Therefore, impacts due to a conflict with the Tree Ordinance are expected to be less than significant.

IV. (f) **No Impact:** The project will not directly or indirectly impact any sensitive species or habitat associated with endangered species. Although not formally adopted, the Santa Rosa Plain Conservation Strategy Plan (SRPCSP) map was reviewed to assess the project’s potential to impact any endangered plant and animal species. Review of the SRPCSP map indicates that no sensitive plant or animal species were identified within the project boundary or vicinity. Rather, the map shows that the project site is adjacent to an area designated for development. Thus, the project does not conflict with any local policies or adopted conservation plans. Therefore, no impacts resulting from a conflict with local policies or an adopted conservation plan will occur from project implementation.
Mitigation Measures:

BIO-1. To prevent impacts to nesting birds covered by State and federal law (California Department of Fish and Game Code and the MBTA), the applicant shall avoid the removal of trees, shrubs, or weedy vegetation between February 1 and August 31, during the bird nesting period. If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, a pre-construction survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than seven days prior to the removal of trees. Survey results shall be valid for the tree removals for 21 days following the survey. If the trees are not removed within the 21-day period, then a new survey shall be conducted. In the event that an active nest for a protected species of bird is discovered in the areas to be cleared, clearing and construction shall be postponed for at least two weeks or until the biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts, whichever is later.

V. CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
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</tr>
<tr>
<td>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d) Disturb any human remains, including those interred outside of formal cemeteries?</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

Sources: General Plan 2035 Chapter 11: Historic Preservation; 2035 EIR; CEQA Guidelines 15064.5; Cultural Resources Report, prepared by Tom Origer & Associates on September 5, 2013 and updated by Kleinfelder November 1, 2013; and Archaeological Subsurface Testing, prepared by Tom Origer & Associates, March 5, 2014.

Cultural Resources Setting: The City of Santa Rosa retains a number of historic and cultural resources that contribute to its unique sense of place. Some of the earliest identified archaeological resources date to The Upper Middle Period (A.D. 430-1050) when what were formerly hunter-gatherer societies began transitioning to more sedentary lifestyles and establishing small permanent villages. At the time of European contact the Southern Pomo Indians inhabited the region known today as the Santa Rosa Planning Area. The Pomo Indians were divided into small, relatively autonomous tribes with the nearest Pomo village being the Hukabetawi, located in southwest Santa Rosa. The Santa Rosa Planning Area contains 190 identified Native American resources concentrated in and around the Santa Rosa Creek and its tributaries, the alluvial plains, the hills around Annadel State Park, Laguna de Santa Rosa and the Windsor Area. Only 50% of the Santa Rosa Planning Area has been surveyed for pre-historic and archaeological resources, therefore potential remains for the discovery of archaeological resources within the boundaries of the Planning Area.
Historic resources within the Santa Rosa Planning Area include 21 local historic landmarks and 8 historic districts with 14 buildings and 1 district listed on the National Register of Historic Places. In addition, 40 individual resources are potentially eligible for local landmark status and 7 neighborhoods have been identified as potential historic districts. Historic resources within Santa Rosa date from the 1830s to approximately 1964 and serve to chronicle the evolution from Euro-American settlement to present-day.

In order to evaluate the potential for the presence of historic or cultural resources on the project site a cultural resource evaluation was performed by Tom Origer & Associates on September 5, 2013 and further substantiated by Kleinfelder in November of 2013. The evaluation was limited to a records search and review of relevant maps and associated documents. Subsequently, on March 4, 2014 a subsurface archaeological exploration was conducted onsite by Tom Origer & Associates. The findings of both studies indicate the absence of any historic or cultural resources within the boundaries of the project site. The nearest identified prehistoric resource lies over one mile east of the subject property, with the nearest identified historic resource located within one-quarter of a mile. There is minimal expectation that historic or cultural resources will be discovered on the project site.

**Cultural Resources Impact Discussion:**

V. (a) **No Impact:** The project site is not located within a designated historic district and it does not contain any historically significant resources, nor does it constitute a historic site. In the absence of historic resources within or near the project site boundaries, the proposed project would not adversely affect or result in a substantial change to the significance of any identified historical resources. Therefore, the project would have no impacts to due to a change in the significance of a historical resource.

V. (b) **Less Than Significant Impact with Mitigation:** The City of Santa Rosa exhibits a rich archeological history due to the presence of the Southern Pomo Indians during prehistoric times. As such, undisturbed lands within the Planning Area, particularly lands in the vicinity of Santa Rosa Creek and its tributaries, the alluvial plains, the hills around Annadel State Park, Laguna de Santa Rosa and the Windsor Area have a greater possibility of containing prehistoric archaeological resources. The subject site is not located within any areas of elevated potential for the occurrence of archeological resources, yet there remains potential, however small, for archeological discoveries in the soils onsite.

The Federated Indians of Graton Rancheria have requested subsurface testing of the project site based on knowledge of recently discovered archaeological resources discovered along the railroad tracks west of the project site. The recent discovery indicates an increased likelihood that buried resources have the potential to be located on the project site. Disturbance to buried cultural resources would constitute a potentially significant impact. In order to assess the potential for buried resources onsite a subsurface exploration was conducted.

The subsurface exploration consisted of five trenches that were two feet wide, six feet long, and ranged in depth from four to five feet. The trenches showed a layer of fill that ranged from four to eight inches overtop dark clay to a depth of approximately four feet. Below approximately four feet the soil profile changed from dark clay substrate to a light clay, which continued to the depth explored. No cultural materials, resources, or artifacts of any kind were encountered during the subsurface exploration.

Nonetheless, there remains a possibility that buried archaeological artifacts could be present onsite. In order to mitigate potential impacts due to accidental discovery of archeological resources, Measure CUL-1 shall be implemented and will ensure that the necessary steps are taken to reduce potential impacts to buried cultural resources to less than significant levels.

Measure CUL-1 requires that in the event that any historic or archeological resources are encountered, all ground disturbing activity shall be halted immediately until a qualified archeologist can evaluate the artifact and recommend further action. Historic resource indicators include fragments of glass, ceramic, and metal objects, milled and split lumber, and feature remains such as building foundations, and discrete trash deposits. Archaeological resource indicators include obsidian and chert flakes and chipped stone tools, grinding and mashing implements (slabs and handstones, and mortars and pestles), bedrock outcrops and boulders with mortar cups, and darkened midden soils, which may contain bone, shell remains and fire affected stones.
Potentially significant archeological resources include, but are not limited to concentrations of artifacts or culturally modified soil deposits, humanly modified stone, shell, bone, or other cultural materials such as charcoal, ash, and burned rock indicative of food procurement or processing activities or prehistoric domestic features including hearths, fire pits, or house floor depressions or other historic artifacts (potentially including trash pits and all by-products of human land use greater than 50 years of age). Implementation of CUL-1 will ensure that in the event of accidental discovery the potential for the project to adversely impact archeological resources would be reduced to less than significant levels.

V. (c) **Less Than Significant Impact with Mitigation:** The Santa Rosa General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the City’s planning area. Moreover, the project site has been previously developed and the ground substantially disturbed, therefore little expectation exists for paleontological resources to be present on the project site. Nevertheless, potential remains for the discovery of buried paleontological resources. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, mitigation measure CUL-2, as set forth below, will be instituted in accordance with HP-A-3 of the General Plan. CUL-2 will ensure that proper procedures are followed in the event of discovery; thereby reducing potential impacts to levels below significant.

V. (d) **Less Than Significant Impact with Mitigation:** No evidence suggests that human remains have been interred within the boundaries of the project site. However, in the event that during ground disturbing activities, human remains are discovered, all requirements of state law shall be duly complied with, including the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains. CUL-3 below sets forth the necessary requirements needed to comply with state and federal law. With CUL-3 potential impacts will be reduced to levels below significance.

**Mitigation Measures:**

**CUL-1.** If during the course of ground disturbing activities, including, but not limited to, excavation, grading and trenching, a historic or prehistoric archaeological indicator or potentially significant prehistoric or historic resource is encountered, all work within a 100 foot radius of the find shall be suspended for a time deemed sufficient for a qualified archeologist to adequately evaluate and determine the significance of the discovered resource and provide treatment recommendations. Should a significant archeological resource be identified, the qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities.

**CUL-2.** In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.

**CUL-3.** In the event that human remains are uncovered during earthmoving activities, all construction excavation activities shall be suspended and the following measures shall be undertaken:

1. The Sonoma County Coroner shall be contacted to determine that no investigation of the cause of death is required.
2. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours.
3. The project sponsor shall retain a City-approved qualified archaeologist to provide adequate inspection, recommendations and retrieval, if appropriate.
4. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American, and shall contact such descendant in accordance with state law.
5. The project sponsor shall be responsible for ensuring that human remains and associated grave goods are reburied with appropriate dignity at a place and process suitable to the most likely descendant.
VI. GEOLGY AND SOILS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.</td>
<td>☐</td>
<td>☐</td>
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<tr>
<td>ii. Strong Seismic ground shaking?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
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</tr>
<tr>
<td>iii. Seismic-related ground failure, including liquefaction?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>iv. Landslides?</td>
<td>☐</td>
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<td>☑</td>
<td>☒</td>
</tr>
<tr>
<td>b) Result in substantial soil erosion or the loss of topsoil?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: Santa Rosa GP DEIR 2035; GP Fig.12-3; Sonoma County General Plan; Geotechnical Investigation, prepared by Kleinfelder, November 1, 2013; and Soil Corrosivity Evaluation, prepared by JDH Corrosion Consultants Inc., November 14, 2013.

Geology and Soils Setting: The greater Bay Area exists as one of the most seismically active regions in the Country. The City of Santa Rosa is located in the San Andreas Fault system, which is 44 miles wide and extends throughout much of the North Bay. The project site is located within Seismic Design Category D indicating a potential for very strong seismic groundshaking. The nearest active fault is the Rodgers Creek Fault Zone, located approximately 2.0 miles to the northeast and the San Andreas Fault zone, located 18 miles southwest of the project site. The branches of the Rodgers Creek Fault Zone have not been historically active, but there is evidence of activity within the last 11,000 years, a relatively short time period in terms of geologic activity. The Rodger’s Creek fault traverse a portion of the City's UGB. Potential exists for geologic hazards in and around the UGB associated with ground shaking, including liquefaction, ground failure, and seismically-induced landslides. Strong ground shaking would be expected from earthquakes generated by nearby faults including the Mayacama fault (12 mi. N), San Andreas fault (18 mi. SW), and the West Napa fault (23 mi. SE).
The site-specific soil investigation performed by Kleinfelder on November 1, 2013 identified the primary geotechnical concerns as the presence of highly variable surficial fills, areas of moderately expansive soil, localized pockets of potentially liquefiable soil, and the potential for strong seismic ground shaking from future earthquakes in the region, which could result in, or encourage, total or differential settlement onsite. The project site is generally flat with a gentle slope trending to the southwest with an elevation difference of 6 feet over an approximately 900 feet.

The subsurface conditions of the project site were found to be highly variable. A series of borings performed throughout the site indicated the presence of fills extending to depths of 23 feet. The fill materials include reworked/re-compacted native, clayey soils, while some of the deeper fills include soft, wet and plastic clays with variable amounts of gravel, sand and clay. The natural soils which underlie the fill materials consist of dark grey, lean to fat clays with moderate expansive potential. These soils are underlain by alternating alluvial layers mixed with loosely packed sand and gravel with occasional lean and fat clay layers to a maximum depth of 25 feet.

Soil corrosivity tests were performed by JDH Corrosion Consultants Inc., to identify the corrosion potential of the near-surface soil environment. A site is considered to be corrosive if the chloride concentration meets or exceeds 500 ppm, sulfate concentration meets or exceeds 2000 ppm or the pH is 5.5 or less. The test findings indicate that the sulfide and chloride content are within acceptable levels; however, based on the pH levels and/or minimum resistivity, the site would be corrosive to buried ferrous metals.

Groundwater was observed at depths of 11 to 18 feet below the existing ground surface and were encountered at depths as shallow as 5 feet below ground level. The test borings indicate highly variable groundwater and moisture conditions across the site. The presence of groundwater did coincide with the presence of fill materials and it is likely that this relationship represents perched conditions in and around the contact between native and fill materials. Accordingly, shallow groundwater should be assumed to be present on the project site during prolonged wet weather.

**Geology and Soils Impact Discussion:**

VI. (a.i.) **No Impact:** The project site is not located within an Alquist-Priolo Earthquake fault zone and no identified active faults traverse the site. The Rodgers Creek Fault zone is located approximately 2 miles northeast of the project site and the San Andreas Fault zone is located 18 miles southwest of the project site. Therefore, there is no risk of fault-related ground rupture during earthquakes within the limits of the site due to a known Alquist-Priolo Earthquake Fault Zone.

VI. (a.ii) **Less Than Significant Impact with Mitigation:** The City of Santa Rosa, including the project site is located within Zones VIII (very strong) to X (very violent) of the Mercalli Intensity Shaking Severity Level. The project site, however, is located outside of the “area of very violent ground shaking during an earthquake on Rodger’s Creek,” and outside of the limits of “area of violent ground shaking during an earthquake on Rodger’s Creek” as delineated in Figure 12-3 of the 2035 General Plan. As such, the project site holds moderate potential to expose people or structures to potentially substantial adverse effects resulting from strong seismic ground shaking. The vibrations resulting from a 7.0 magnitude earthquake would likely cause primary damage to buildings and infrastructure with secondary effects being ground failure in loose alluvium, landslide deposits or poorly compacted fill. Both the primary and secondary effects pose a risk of loss of life or property.

Conformance with standards set forth in the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) will ensure that potential impacts from seismic shaking are reduced to less than significant levels. The Soil Investigation report performed by Kleinfelder in November of 2013 found the project site to be classified as Site Class D. The Site Class D categorization will be utilized to inform development activities and design specifications in order to ensure that potential impacts from seismic activity are less than significant.

Site Class D requirements include recommendations for foundation types, appropriate structural systems, and ground stabilization strategies. The adherence to Class D specifications will ensure the proposed building and associates structures onsite would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death as a result of seismic activity. Mitigation measure GEO-1, set forth below, ensures proper adherence to Class D design specifications. Therefore, the project is expected to have less than significant impacts as a result of seismic activity.
VI. (a.iii) Less Than Significant Impact with Mitigation: Liquefaction is a condition associated with fine-grained, loosely-packed sands and gravels that behaves like a liquid when subjected to strong ground shaking. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground shaking and response of soils. Review of the Historical Ground Failures Map indicated that the project site is not located within or near an area that has experienced ground failure resulting from seismic activity.

Lab result from the Geotechnical Investigation indicate that the granular soils present on the project site generally maintain sufficient density and soil composition such that that risk of liquefaction remains minimal. However, isolated pockets of potentially liquefiable sand were encountered in four of the test borings. In addition, the alluvial soils that characterize much of the site are inherently variable and may contain liquefiable deposits not encountered in the initial site assessment. While the potential for liquefaction-induced settlement is low, there is the possibility, for settlement induced by consolidation of layers of liquefiable soil within the project site. In the event that densification does occur it is expected that the subsequent settlement will be minimal and not exceed one-inch. In order to protect the site from the adverse effects associated with liquefaction the project shall adhere to the specification set forth in the Geotechnical Investigation relating to removal or compaction of fill material, foundation design, and others. The standards set forth in said Investigation and incorporated by reference as specified in GEO-2 below will ensure that the risk of damage associated with liquefaction is adequately addressed. With mitigation measure GEO-2 the potential impacts including the risk of loss, injury, or death involving seismic-related ground failure and liquefaction will be reduced to less than significant levels.

VI. (a.iv) No Impact: Landslides have been known to occur within Sonoma County, but are typically confined to slopes steeper than 15% and occur in areas underlain by geologic units that have demonstrated stability problems. The project site exhibits a very minimal southwest-trending slope with a low average gradient. The site is essentially flat and not in close proximity to any hills or terrain with slopes. The proposed project is not expected to expose people or structures to substantial adverse effects, including the risk of loss, injury or death resulting from landslides. Therefore, the project would have no impact due to risks associated with landslides.

VI. (b) Less Than Significant Impact with Mitigation: Development of the project site will require site preparation and grading. The surface soil present on the project site is that of Holocene alluvium soil consisting predominantly of gravel, sand and silt interspersed with variable levels of fill. The project site is currently developed with existing structures, amenities and landscaping, and as such, has been previously graded and topsoil has either been removed or substantially altered.

Development of the CarMax project would not result in substantial loss of topsoil beyond what has occurred during previous development activities. However, construction activities do hold the potential to result in erosion if not properly controlled. Soil erosion will be controlled through best management practices (BMPs) and adherence to a Storm Water Pollution Prevention Plan (SWPPP) throughout site preparation and construction activities. Measure Hydro-1 required the preparation and implementation of a SWPPP and is further described under the Hydrology discussion below. Implementation of HYDRO-1 will ensure that soil erosion is minimized. Therefore, the project will have a less than significant impact due to soil erosion or the loss of topsoil.

VI. (c) Less Than Significant Impact with Mitigation: The project site is relatively flat with a minimal grade and there is no apparent soil migration within the project site boundaries. The project site was not found to be located in a Landslide Complex (previous failure) as identified in Figure 12-3 of the General Plan. No signs of soil creep or lateral spreading are readily apparent on or near the project site nor is the project site located in an area known to be particularly susceptible to landslides, lateral spreading, subsidence or collapse. Beyond that of liquefaction, discussed above, the project site does not contain an especially unstable geologic unit or a geologic unit that may become unstable as a result of development activities. The soil present in the project site was found to be relatively alkaline and therefore mildly corrosive to non-corrosive. In order to account for the corrosive tendencies of the soil, the design and materials for foundations and any underground utilities should be done in accordance with recommendations set forth in the geotechnical report prepared by Kleinfelder and the associated corrosivity report. With the implementation of GEO-2, the project would have less than significant impacts associated with the presence of a geologic unit or soil that is unstable, or that would become unstable as a result of the project.
VI. (d) Less than Significant With Mitigation: The soil investigation indicates that the clayey soils underlying the fill materials exhibit moderate expansion potential, due to a change in soil moisture. The range of expansion and contraction is largely dependent upon the percentage of clay in onsite soils and the drainage pattern that, under certain conditions, may allow for moisture fluctuations at significantly deeper than normal depths. The presence of moderately expansive soils and existing fills materials remain one of the primary geotechnical concerns for the proposed project.

The soil investigation report finds that existing fill materials, if not properly placed and compacted, could be subject to total and/or differential settlement. Accordingly, the Geotechnical Report recommends that existing expansive clay be removed to a depth of at least three feet below finished grade, or to a depth deemed sufficient to remove undocumented fill, whichever is greater, and replace the excavated soil with select, non-expansive, fill. Excavated soils that are free of organic matter may be used as compacted fill at depths greater than three feet, whereas the upper three feet of fill should consist of non-expansive soils.

Mitigation Measures GEO-2 through GEO-3, set forth below, will ensure that site preparation is conducted in a manner consistent with the requirements necessary to accommodate the expansive potential of soils onsite. Therefore, the risks to life and property associated with the presence of expansive soils will be reduced to less than significant levels.

VI. (e) No Impact: The proposed project would connect to the existing sanitary sewer system that would convey effluent to the City’s wastewater treatment facility. There are no onsite septic tanks or alternative wastewater treatment facilities proposed as part of the CarMax Project. Therefore, there would be no impacts due to the disposal of wastewater.

Mitigation Measures:

GEO-1. Foundation and structural design for buildings shall meet the Uniform Building Code regulations as well as state and local ordinances for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets, etc.). Construction plans shall be subject to review and approval by the Building Division prior to the issuance of a building permit.

GEO-2. As deemed appropriate by the City Engineer and/or Chief Building Official, all applicable recommendations in the Geotechnical Investigative report, prepared for the subject property by Kleinfelder, including, but not limited to excavation, foundations systems, and compaction specification shall be incorporated in order to adequately protect from risks associated with expansive soils, liquefaction, and corrosion. All recommendations set forth in the Geotechnical Investigation prepared by Kleinfelder and the Corrosivity Evaluation prepared by JDH Corrosion Consultants Inc., are herein incorporated by reference. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth Geotechnical Investigation and Corrosivity Evaluation have been incorporated into the design of the project.

GEO-3. The geotechnical engineer shall review the final project plans and specifications to determine consistency with the recommendations as outlined in the report. The geotechnical engineer shall observe soil conditions during grading, compaction, and foundation excavations to verify that conditions are as anticipated and to modify recommendations if warranted. The geotechnical engineer shall sign the improvement plans and certify the design as conforming to the report specifications. The geotechnical engineer shall inspect the construction work and shall certify to the City, prior to acceptance of the improvements or issuance of a certificate of occupancy that the improvements have been constructed in accordance with the geotechnical report specifications.
VII. GREENHOUSE GAS EMISSIONS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

Sources: BAAQMD 2010 Clean Air Plan; BAAQMD CEQA Guidelines 2010 and 2012; and Santa Rosa CAP.

Greenhouse Gas Setting: Greenhouse gases (GHGs) are generated both from natural geological and biological processes and through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO$_2$), nitrous oxide (N$_2$O), methane (CH$_3$), chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons. While GHGs are emitted locally they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHG’s at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State’s effort to achieve GHG reduction targets. S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been adopted, which seeks to curb GHGs by reducing urban sprawl and vehicle miles traveled.

The City of Santa Rosa has also adopted local regulation to address GHG emissions. On December 4, 2001 the Santa Rosa City Council adopted a resolution to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives. On August 2, 2005, the Santa Rosa City Council adopted Council Resolution Number 26341, which established a municipal greenhouse gas reduction target of 20% from 2000 levels by 2010 and facilitates the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015. In October 2008, the Sonoma County Community Climate Action Plan (CAP) was released, which formalized countywide greenhouse gas reduction goals. On June 5, 2012, the City of Santa Rosa adopted a Climate Action Plan, which meets the programmatic threshold for a Qualified GHG Reduction Strategy, established by the Bay Area Air Quality Management District (BAAQMD) guidelines.

The BAAQMD adopted revised CEQA Guidelines, which included thresholds of significance for greenhouse gas emissions. The Guidelines were subsequently updated in May 2011. Based on the BAAQMD Guidelines, a project is considered to have a less-than-significant impact due to GHG emissions if it:

1. Complies with an adopted Qualified GHG Reduction Strategy;
2. Emits less than 1,100 metric tons (MT) CO$_2$e per year; or
3. Emits less than 4.6 MT CO$_2$e per service population per year (residents and employees).

The Santa Rosa Climate Action Plan is considered a Qualified GHG Reduction Strategy because it contains a baseline inventory of greenhouse gas emissions from all sources, sets forth greenhouse gas emission reduction targets that are consistent with the goals of AB 32, and identifies enforceable GHG emission reduction strategies and performance measures. Accordingly, the subject CarMax project is analyzed for consistency with the CAP in order to assess level of significance for GHG emissions.
Greenhouse Gas Impact Discussion:

VII. (a-b). **Less Than Significant Impact with Mitigation:** The proposed project will result in the generation and emission of GHGs during construction and operation. Construction will result in GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling. Construction GHG emissions are short-term and will cease once construction is complete. Although the BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction. In accordance with the requirements set forth in the City’s CAP, construction activities for the subject CarMax project will ensure that construction equipment is maintained in proper working order pursuant to the manufacturers specifications (9.2.2). In order to ensure that construction related GHG emissions are reduced to level below significant, construction activities shall increase diversion of construction waste (6.1.3), limit idling time to 5 minutes or less (9.2.1), and utilize electric equipment or alternatives (9.2.3) pursuant to measure GHG-1 below. Implementation of measure GHG-1, will ensure that the project complies with all mandatory requirements established by the CAP for all new development pursuant to Appendix E. Therefore, with mitigation measure GHG-1 construction activities for the proposed CarMax would be conducted in a manner that is consistent with the established CAP and impacts due to GHG emissions from construction would be reduced to less than significant levels.

Operation of the proposed CarMax will result in GHG emissions from onsite lighting, heating, and cooling of the proposed onsite buildings and structures, as well as the treatment and transport of water and wastewater. Additionally, GHGs from operation will result from vehicle trips associated with workers and customers and product delivery to the site. Operational GHG emissions are ongoing for the life of the project. In accordance with the requirements set forth in the City’s CAP, the subject CarMax project will be consistent with the CAP by achieving CalGreen Tier 1 standards (1.1.1), installing energy monitors to track use (1.3.1), adhering to the tree preservation ordinance and zoning code (1.4.2 and 1.4.3), and using low water demanding landscaping (9.1.3). Additionally, onsite bicycle parking will be provided for employees consistent with the City’s requirement for 1 bicycle stall per 10 employees. As proposed, there are 3 bicycle parking stalls provided onsite. These and other mandatory requirements established by the CAP pursuant to the Appendix E checklist are incorporated as part of the project design.

The Santa Rosa CarMax project meets the following policy measures outlined in the Appendix E checklist of the Santa Rosa Climate Actions Plan (SRCAP):

1.1.1 Comply with Cal Green Tier 1 Standards: The CarMax project complies with Cal Green Tier 1 standards through site development, building design and landscaping.

1.3.1 Install real-time energy monitors to track energy use: Sustainable design elements proposed for the project include the installation of an energy monitor to track on-site energy use.

1.4.2 Comply with the City’s Tree Preservation Ordinance: Approximately 26 existing trees will be removed and replaced with the introduction of approximately 150 new trees comprised of seven different varieties. None of the trees proposed for removal constitute a heritage tree. However, the ratio of removal to replacement is sufficient to meet stipulations set forth in the Santa Rosa Tree Ordinance.

1.4.3 Provide public & private trees in compliance with the zoning code: All street and on-site trees to be removed will be replaced at a ratio that sufficiently meets the requirements set forth for the provision of public and private trees in new development (see above).

1.5 Install new sidewalks and paving with high solar reflectivity materials: The sidewalk proposed to extend along Dowd Drive will be paved with materials exhibiting high solar reflectivity. The existing unpaved portions of the project site are to be paved with asphaltic concrete.

3.1.2 Support implementation of station plans and corridor plans: The CarMax project complies with applicable station area plans and corridor plans.

3.2.2 Improve Non-vehicular network to promote walking and biking: The project will improve the existing non-vehicular network through the extension of the sidewalk on Dowd Drive project frontage and the introduction of Class III signed Bike Lanes that will extend along Dowd Drive project frontage and connect with existing and planned bike lanes on Hearn and Santa Rosa Avenues.
4.1.1 Implement the Bicycle and Pedestrian Master Plan: The proposed installation of Class III Bike lanes and extension of sidewalk with Dowd Frontage meets the requirements and goals established by the Santa Rosa Bicycle and Pedestrian Master Plan.

4.1.2 Install bicycle parking consistent with regulation: In compliance with Santa Rosa code, bicycle parking on the project site will be provided at a ratio of 1:10. A total of three parking spaces will be provided on-site.

7.1.1 Reduce potable water use for outdoor landscaping: The planting of low water use plants and limiting areas of landscaping will reduce the need for potable water use for outdoor landscaping.

7.1.3 Use water meters which track real time water use: Water meters will be installed to track real time water use on the project site.

9.1.3 Install low water use landscapes: As depicted on the Preliminary Planting Plan drafted by MacNair Landscape Architects, all proposed plants species exhibit a Water Use Classification of Landscape Species (WUCOLS) of low to moderate, 0.1-0.3 and 0.4-0.6 respectively. As proposed, the landscape plan meets the requirements for a low water use landscape.

9.2.2 Maintain construction equipment per manufacturer’s specs: Provisions in contractor agreements will include a provision requiring that all construction equipment is maintained per spec’s established by the manufacturer.

Pursuant to the Appendix E checklist of the Santa Rosa Climate Actions Plan (SRCAP) the project would not comply with or is not applicable to the following mandatory requirements:

1.1.3 After 2020, all new development will utilize zero net electricity: The project would be constructed and operation well in advance of year 2020. Thus, this item is not applicable.

4.3.5 Encourage new employers of 50+ to provide subsidized transit passes: The project is expected to employee fewer than 50 employees. Thus, this item is not applicable.

5.2.1 Provide alternative fuels at new refueling stations: The project does not consist of new public refueling stations. Thus, this item is not applicable.

6.1.3 Increase diversion of construction waste: This item is required pursuant to measure GHG-1 below.

9.2.1 Minimize construction equipment idling time to 5 minutes or less: This item is required pursuant to measure GHG-1 below.

9.2.3 Limit GHG construction equipment emissions by using electrified equipment or alternative fuels: This item is required pursuant to measure GHG-1 below.

Other than the 6 items identified above, the project generally conforms to all applicable items identified in the Appendix E checklist. There are three items that are marked as not in compliance on the Appendix E checklist, but as described above are not applicable, as the requirement wouldn’t apply to the subject project. The other three items (6.1.3, 9.2.1, and 9.2.3) could result in a potentially significant impact due to a conflict with the CAP. However, pursuant to mitigation measure GHG-1, these items are required to be implemented in order to avoid a potential conflict with the adopted CAP.

As described above, operation of the CarMax would result in GHG emissions that are consistent with the established CAP. Therefore, impacts due to GHG emissions from operation of the project would be less than significant.

However, the proposed project has the potential to result in a conflict with the CAP due to construction activities. In order to ensure that the subject project is consistent with the CAP, measure GHG-1 below shall be implemented. With mitigation, the proposed project would be consistent with all the applicable local plans, policies and regulations (see Section X. Land Use, Response b) and would not conflict with the provisions of AB 32, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the
purpose of reducing greenhouse gas emissions. Therefore, impacts to GHGs as a result of the proposed CarMax project would be reduced to level below significant with implementation of measure GHG-1.

Mitigation Measures:

GHG-1: In order to ensure compliance with the mandatory items for new development pursuant to the Appendix E checklist of the CAP, the following measures shall be implemented:

6.1.3 Increase diversion of construction waste: The developer shall prepare a Construction Waste Management Plan outlining proposed efforts to minimize construction waste and maximize recycling prior to the commencement of project construction;

9.2.1 Minimize construction equipment idling time to 5 minutes or less: Implementation of mitigation AQ-1 and adherence to basic air quality measures recommended by BAAQMD will limit idling time to 5 minutes or less thereby achieving policy 9.2.1; and

9.2.3 Limit GHG construction equipment emissions by using electrified equipment or alternative fuels: The use of electric equipment and/or equipment using alternative fuels shall be utilized in all contractor agreements and provisions therein.
## VIII. HAZARDS/HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>Would the project:</th>
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<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
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<tr>
<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard for people residing or working in the project area?</td>
<td>☐</td>
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<tr>
<td>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</td>
<td>☐</td>
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<tr>
<td>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
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<tr>
<td>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
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</tbody>
</table>

Sources: 2035 General Plan and EIR; Phase I and Phase II ESA prepared by Kleinfelder, dated November 1, 2013; Asbestos and Lead Survey, prepared by Kleinfelder, dated October 2, 2013; and No Further Action Letter issued by the North Coast Regional Water Quality Control Board, January 23, 2014.

**Hazardous Material Setting:** The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed." Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State and local governmental agencies.
Pursuant to the Planning and Zoning Law, the Department of Toxic Substances Control (DTSC) maintains a hazardous waste and substances site list, also known as the "Cortese List." Hazardous waste management in the City of Santa Rosa is administered by the Sonoma County Waste Management Agency (SCWMA) through the Countywide Integrated Waste Management Plan. The Consolidated Unified Protection Agency (CUPA), under the auspices of the Santa Rosa Fire Department, manages the acquisition, maintenance and control of hazardous waste for all businesses.

A Phase I & II Environmental Site Assessment (ESA) for the property and vicinity was performed pursuant to American Society for Testing and Materials (ASTM) standards. The properties adjacent to the project site consist predominantly of commercial and light industrial; they include Airgas, Tristar Automotive, a commercial building and former auto-dealership to the north, with a Freeman Collision Center and active car dealership to the south. To the east is US Highway 101 and to the west is a gravel parking lot for the Manly Car and the Lithia Car Dealerships. Several of the nearby businesses were found to have handled hazardous substances and petroleum products; however, there was no indication that conditions present on adjoining properties have, or are likely to, adversely affect the subject site.

The project site itself was historically used as agricultural land supporting field crops and an orchard until the period from 1970 to 1980 when the site was developed with commercial and light industrial land uses. At present, the project site is comprised of 5 autonomous parcels. There are three existing structures on the easternmost parcel that include (1) a Body Shop (Hansel Prestige Auto Body), (2) a vacant, office & sales building with an associated detailing garage to the west, and (3) the former Hansel automotive showroom and offices. The three parcels south and east of Quillco Court contain a gravel lot and are otherwise undeveloped. The parcel to the north of Quillco Court contains one commercial building that houses “Dee Jays Sash and Glass Company” and “North Bay Petroleum.”

The site investigation identified the presence of monitoring wells and remnant remediation equipment associated with previously conducted remediation on the easternmost parcel. That parcel was subject to remediation following observed underground storage tanks (UST) release onsite, the presence of four, full, 5-gallon drums labeled, "gasoline/oil filters, used," or labeled as, "Hazardous Waste," and a possible sump. Rotary lifts, storm drains and a small quantity of motor oil were also observed in the past prior to remediation. The three underground storage tanks (USTs) reportedly stored gasoline, diesel and waste oil. According to California’s Geo-tracker website the USTs were found to have contained petroleum hydrocarbons. The site has since been regulated by the North Coast Regional Water Quality Control Board (NCRWQCB) and Sonoma County Department of Health Services who have performed ongoing investigation and remediation following the removal of the USTs. Nine ground monitoring wells and one extraction well were installed onsite, but are now scheduled for removal with the NCRWQCB control boards concurrence that the State Water Board’s Low Threat Closure Policy (LTCP) requirements have been met; indicating that levels of previous contamination have been remediated and monitoring shows that concentrations are at or below thresholds established to protect human health, safety and the environment.

The Phase I ESA identified the potential presence of two Recognized Environmental Conditions (RECs): (1) residual hydrocarbon contamination associated with a former waste oil tank at 2800 Corby Avenue and (2) vapor encroachment (VEC) associated with remnant groundwater contamination from former leaking gasoline USTs. A Phase II ESA found that REC 1 does not pose a threat as the petroleum hydrocarbons and related constituents were not detected above laboratory reporting limits in any samples. REC 2 was found not to pose a threat as none of the detected analytes were present in soil vapor at levels greater than the appropriate health based screening concentration. Therefore, the Phase I and Phase II concluded that further investigation or remediation is not warranted.

A focused Asbestos and Lead report was prepared by Kleinfelder and indicates the presence of asbestos containing building materials (ACBMs), lead- based paints (LBPs) and lead containing paint (LCPs) on the existing structures on the site. Site investigation and subsequent sampling indicated a total of 10 sources of ACBMs, 3 sources of LBPs and 6 sources of LCPs. Activities associated with demolition and disposal of existing site structures could release these potentially hazardous materials into the environment or result in exposure to construction workers. Therefore as described below, all site preparation, including demolition and disposal of building materials, shall be performed in accordance with all federal, state and local regulations.
Hazards/Hazardous Materials Impact Discussion:

VIII. (a-b) Less than Significant Impact with Mitigation: The proposed project will involve the demolition of existing buildings and auxiliary structures followed by the construction of a CarMax auto-dealership with associated facilities. Demolition, site preparation, construction activities may result in the temporary presence of potentially hazardous materials including, but not limited to fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite. The applicant is required to comply with all existing federal, state and local safety regulations governing the transportation, use, handling, storage and disposal of potentially hazardous materials. Prior to the commencement of site preparation a stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) will be prepared and implemented during all construction activities. In the event that construction activities involve the on-site storage of potentially hazardous materials a declaration form will be filed with the Fire Marshall’s office and a hazardous materials storage permit will be obtained. Compliance required regulations governing hazardous materials will ensure that potential hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials will be reduced to less than significant levels.

The findings of the Phase I & II ESA indicate minimal potential that a recognized environmental condition associated with past and present land uses exists on or near the site, with the exception of potential presence of residual petroleum hydrocarbon associated with removed USTs. Although ongoing site monitoring has not identified any ongoing contamination, there is a potential that previously undetected soils containing petroleum hydrocarbon could be encountered. In order to protect worker health due to contact with undetected contamination onsite, the project applicant shall prepare and implement a Soil and Groundwater Management Plan that includes contingencies in the event that undetected contamination is encountered. HAZ-1 will ensure proper consideration of health and safety concerns associated with residual petroleum hydrocarbon in soils and provide information and procedures for workers conducting subsurface work. With implementation of HAZ-1 potential health and safety risks from worker exposure to undetected hazardous materials will be reduced to levels below significance.

The Asbestos and Lead report identified the presence of detectable levels of Asbestos Containing Materials (ACMs) and Lead Based Paint (LBP) and Lead Containing Paint (LCP) on existing buildings. As such, demolition of the 4 existing structures onsite, including the 3 buildings located at 2800 Corby Avenue and the building located at 477 Quillco Court could disturb asbestos or lead compounds and expose workers to these potentially hazardous materials or release such compounds into the environment. Accordingly, it is required that all demolition and general work activities be conducted pursuant to all federal, state and local regulations as stipulated by CAL/OSHA, Federal OSHA, USEPA, DTSC and BAAQMD. In order to ensure protection against any adverse impacts resulting from the release of ACBMs and LBP during demolition AQ-2 (above) and HAZ-2 (below) shall be implemented. With AQ-2 and HAZ-2, potentially significant impacts associated with demolition of onsite buildings that contain ACMs, LBP, and/or LCP will be reduced to levels below significance.

An above ground storage tank (AST) is proposed to be installed in the northwest portion of the project site adjacent to the carwash. The fuel tank will be a non-public fuel tank intended to fuel inventory vehicles on an as-needed basis. The fuel tank will be located within the secured staging area and accessible only by CarMax employees. The State Regional Water Quality Control Board (RWQCB) who administers the Aboveground Storage Tank (AST) program with oversight provided by the Santa Rosa Fire Department regulates the storage of fuel. The AST program requires that facilities storing 1,320 gallons in a single tank or in a container with a cumulative storage of 1,320 gallons or greater file a storage statement, pay a facility fee, and prepare and implement a federal spill prevention Control and countermeasure (SPCC) plan. The SPCC plan must outline procedures, methods and equipment at the facility intended to prevent petroleum discharges from reaching navigable waters.

With proper adherence to all applicable regulations governing above ground storage tanks including those set forth by the RWQCB there is minimal risk that the on-site fuel storage tank will pose a threat related to the presence of hazardous materials at project operation. Therefore, with adherence to the mitigation measures HAZ-1 and HAZ-2 outlined below, impacts associated with the presence of hazardous materials during site preparation and operation will be reduced to less than significant levels.

VIII. (c) No Impact: The project site is not located within a half mile of a school. Thus, the project would not result in any increased risk of exposure to existing or planned schools as a result of development. Therefore, no impacts related to the emission or handling of hazardous, or acutely hazardous materials, within one-quarter mile of an existing or proposed school are expected.
VIII. (d) **Less Than Significant Impact:** A government database search was performed in order to identify any sites, including the project area, listed as a Cortese site or as a hazardous materials site. The findings of the database search indicate properties both on-site and off-site have been, or are presently, listed on one or more government databases.

**On-site:** Prestige Imports, located at Corby Avenue was listed on the Resource Conservation Recovery Act (RCRA) database as a small quantity generator of Hazardous materials and/or waste, but did not appear to have had any violations. Prestige Imports was also listed on several other databases including: EMI (air quality emissions), CORTESE, historical UST, historical gasoline station, and LUST databases. BAAQMD records dating from 1990-2010 indicate the presence of total organic hydrocarbon gases and reactive organic gases on site and the historical UST records indicate two 2,000 gallon unleaded fuel USTs formerly on the site. The LUST case was listed as “open” by the North Coast Regional Water Quality Control Board (NCRWQCB), but it will be closed upon removal of the on-site monitoring wells as described above. On January 23, 2013 the NCRWQCB issued a “No Further Action” letter confirming the completion of corrective actions for the former underground storage tanks and determining compliance with the Health and Safety Code.

**Off-site:** A number of adjacent and nearby properties were identified on one or more government databases as hazardous materials sites. However, none of the sites constitute Recognized Environmental Conditions (RECs) with respect to the subject property based on distance, media affected, direction relative to groundwater gradient or case status, noted as “closed,” or “no further action required.” Therefore, the project will not create a significant hazard to the public or the environment by virtue of it being located on an identified Cortese site or identified as a hazardous materials site.

As described in the Phase I and Phase II ESA, the project site has been remediated and does not present a significant hazard to people or the environment. Therefore, impacts associated with hazardous materials are expected to be less than significant.

VIII. (e-f) **No Impact:** The project is not located within the boundaries of an airport land use plan or located in direct proximity to a private airstrip; the nearest airport is the Sonoma County Airport located approximately 10 miles (geodesic distance) northwest of the project site. Therefore, no impacts associated with airport-related hazards are expected.

VIII. (g) **No Impact:** None of the proposed site improvements are expected to impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project is limited to the redevelopment of an existing site. While there will be minor changes to the internal site circulation, the project area roadways and site access will not be substantially altered. New access driveways will not impair or interfere with emergency response or emergency evacuation. The site will be developed with full access driveway and turning radius accessible to fire engines. As noted on the project plans, an 18 inch tall and 24 inch wide fire lane sign will be installed in accordance with the City of Santa Rosa Fire Department Bulletin 003, Option 2. The fire lane will be delineated with red curb paint and 3 inch tall white letters that read “No PARKING FIRE LANE.” The proposed project will retain sufficient emergency vehicle access throughout all phases of construction. Therefore, no impacts due to conflicts with an emergency response plan are expected.

VIII. (h) **No Impact:** The project site, located within the UGB is bounded by commercial and light industrial development. There are no wildlands located within or adjacent to the project site. Therefore, no impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires are expected.

**Mitigation Measures:**

**HAZ-1:** Prepare and implement a Soil and Groundwater Management Plan that specified procedures in the event that petroleum hydrocarbon or previously undetected contaminants are encountered during subsurface work. The plan shall address potential health and safety concerns and provide information and procedures for site workers performing subsurface work at the subject property.
HAZ-2: Prior to demolition activities the following preventative measures shall be performed:

- Additional samples shall be collected in areas not accessed by Kleinfelder’s Asbestos and Lead Survey and shall utilize destructive sample collection methods. The additional sampling shall be performed by a CAL/OSHA CAC or CSST under the supervision of a CAC subsequent to the acquisition of the properties by the client and prior to the commencement of planned demolition activities.

- A specification produced by a CAL/OSHA CAC and CDPH-certified Lead Project Designer or Project Monitor for abatement of the ACMs and LBPS/LCPs shall be prepared and should be the basis for selecting contractors to perform the abatement work.

- Prior to building demolition, the developer shall retain a State of California licensed ACM/LBP abatement contractor to perform abatement of the ACMs and LBPs that could potentially be disturbed during planned demolition activities at the site.
## IX. HYDROLOGY AND WATER QUALITY

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td>☐</td>
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<tr>
<td>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</td>
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<tr>
<td>c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?</td>
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<tr>
<td>d) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?</td>
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<tr>
<td>e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
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<tr>
<td>f) Otherwise substantially degrade water quality?</td>
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<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</td>
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<tr>
<td>h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?</td>
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<tr>
<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
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<tr>
<td>j) Inundation by seiche, tsunami, or mudflow?</td>
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Sources: 2035 General Plan and EIR; and Santa Rosa Creeks Master Plan.

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**Hydrology and Water Quality Setting:** The City of Santa Rosa is located within the Santa Rosa Creek watershed, which drains runoff from the Mayacamas Mountains to the east and discharges to Laguna de Santa Rosa. The primary drainage course is the Santa Rosa Creek and its tributaries. Mark West Creek drains the northern portion of the city; Naval Creek the westernmost portion, and Todd Creek the southernmost portion of the city’s planning area. All of these tributaries drain through Laguna de Santa Rosa to the Russian River, which ultimately discharges to the Pacific Ocean.
The Sonoma County Water Agency (SCWA) manages flood control facilities throughout the County, including flood Zone 1A, within which the entire City of Santa Rosa is located. SCWA is responsible for structural repairs to culverts and spillways, grading and reshaping channels, and debris removal to maintain hydraulic capacity of all waterways within Zone 1A.

The CarMax site is not in the immediate proximity to any creeks or tributaries. The nearest creek is the lower Colgan Creek, located ¼ mile west of the site. Colgan Creek consists of a grass-lined flood control channel with stretches of concrete lining and grouted riprap, some instream trees and shrubs and service roads along both banks. This reach of Colgan Creek was designed and constructed to convey a 25 year flood event, consistent with SCWA Flood Control Design Criteria. The conceptual design hydraulic analysis predicts that the channel would convey a 100 year flood event within the banks (Citywide Creek Master Plan Hydrologic/Hydraulic Assessment February 2006).

Surface water quality is regulated by the North Coast Regional Water Quality Control Board (RWQCB) via the Water Quality Control Plan for the North Coast (Basin Plan). Section 402 of the Clean Water Act regulates the discharge of pollutants to waters of the U.S.

The National Pollution Discharge Elimination System (NPDES) Construction General Permit, 2009-0009-DWQ requirements apply to grading, grubbing, and other ground disturbance activities. Construction activities on more than one acre are subject to NPDES permitting requirements including, the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies stormwater collection and discharge points, drainage patterns across the site, and best management practices that dischargers will use to protect stormwater runoff.

Commercial projects in the City of Santa Rosa that create or replace 10,000 square feet or more of impervious area are subject to the City’s Standard Urban Storm Water Mitigation Plan (SUSMP) requirements. The City of Santa Rosa requires compliance with the Low Impact Development (LID) Technical Design Manual. LID strategies include draining impervious surfaces to landscaped areas and the use of bioretention features to capture runoff and encourage infiltration onsite, thereby decentralizing stormwater treatment and integrating it into the overall site design. Through the development of such features onsite, water runoff is captured onsite and treated through a series of vegetated swales that serve to filter out pollutants, retain water onsite, and increase percolation. New development, including the proposed CarMax, is required to mimic pre-developed conditions, protect water quality, and retain runoff from impervious surfaces onsite.

The City of Santa Rosa collects Capital Facilities Fees as a means of ensuring that new development does not result in a deterioration of existing service levels including storm drain system. The fees provide for the ongoing maintenance and expansion of the storm drain system, sewer and water systems, and transit facilities.

**Hydrology and Water Quality Impact Discussion:**

IX. (a, c) **Less than Significant Impact with Mitigation:** Construction of the proposed CarMax project will include excavation, grading, trenching and other activities that would result in ground disturbance to approximately 7.15 acres. Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of pollution associated with construction include chemical contamination from construction materials and hazardous or toxic materials, such as fuels. Additionally, due to the depth of groundwater onsite, which may be encountered at 5 feet below the surface, ground disturbance has the potential to encounter groundwater and require dewatering during construction activities. The discharge of construction dewatering could result in increased sediment loads to the storm drain system, which could similarly impact water quality if not properly controlled.

In order to ensure that proper controls and treatment are in place to prevent the runoff of stormwater the project shall adhere to National Pollutant Discharge Elimination System (NPDES) requirement, prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), and comply with Regional Water Quality Control Board Order No. R1-2009-0045, Waste Discharge Requirements. Erosion control requirements are stipulated in the NPDES Permit issued by the Regional Water Quality Control Board. These requirements include the preparation and implementation of an SWPPP that contains Best Management Practices (BMP). The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities.
Mitigation Measure HYDRO-1 below requires that the project implement a SWPPP with BMPs that include but are not limited to fiber roll protection at all drains, the use of gravel at access driveways during construction, and a hazardous material spill prevention plan. These and other BMPs are designed to control erosion and protect water quality from potential contaminants in stormwater runoff emanating from construction sites. Mitigation Measure HYDRO-2 below requires that the project comply with waste discharge requirement specified by the RWQCB including reuse of dewater onsite, allowing settlement of sediment to occur prior to release, and other BMPs. With implementation of HYDRO-1 and HYDRO-2 below the project’s potential to result in a violation of water quality standards would be reduced to levels below significance.

At operation, stormwater runoff could similarly degrade water quality via non-point contaminants such as oils, grease, and exhaust that settles onsite. Permanent storm water best management practices (BMPs) have been designed in accordance with the City of Santa Rosa’s Low Impact Development (LID) Technical Design Manual. This entails treating runoff from impervious surfaces through landscape areas and the diversion of stormwater away from fuel dispensing areas. Onsite vegetated swales and bioretention features provide for continuous treatment and filtration. As shown on the Utility Plans, these design features are included as part of the proposed development onsite. The project is consistent with LID requirements and incorporates BMP that will adequately protect water quality at operation. Therefore, the project would have less than significant impacts to water quality at operation.

IX. (b) **Less than Significant Impact:** The project will utilize potable water from the City’s water system for onsite water needs. The proposed project is expected to result in a negligible change to water demands onsite. Additionally, the project’s water demand is consistent with what is anticipated in the General Plan and Urban Water Management Plan. The project would not substantially increase water use or deplete groundwater supplies. Nor would the project interfere with groundwater recharge. Therefore, the project’s impacts to groundwater supplies would be less than significant.

IX. (d-e) **Less than Significant Impact:** Drainage from the project site currently flows towards the southwest and connects to an existing 30 inch City storm drain system located along the site’s southern boundary. There are existing storm drain facilities within the project site that will be removed and replaced as part of the subject undertaking (See Existing Conditions Plan Sheet C2.0). It should be noted that proposed storm drain sizes currently depicted are approximate, actual diameters will be determined once hydrology and hydraulic modeling is finalized. Preliminary calculations indicate that as proposed, storm drains would sufficiently convey peak flows.

The development proposes the installation of a new 15 inch diameter storm drain that would extend approximately 68 feet and serve to drain the easternmost portion of the site. The storm drain will be connected to the low point of a vegetated swale that will filter runoff and encourage onsite percolation prior to entering the storm drain. The new 15 inch storm drain would connect to the existing 30 inch storm drain located along the southern property line, which will be retained and convey flows offsite and through the SCWA’s regional flood control facilities.

Additionally, a new storm drain system will be installed at the northern property line to collect stormwater from several acres of impervious surface from the properties to the north and northeast. A 12 inch diameter storm drain will be located in the northwest portion of the site. This drainage will extend 90 feet and connect to a proposed 24 inch storm drain. The 24 inch diameter storm drain will collect flow from the north and northeast via a 320 foot storm drain that runs perpendicular to Dowd Drive across the northern portion of the site. This primary 24 inch storm drain then runs parallel along Dowd Drive for a length of 322 feet and conveys flows from the north and northeast to the existing 30 inch drain located in the southern portion of the site.

As proposed, drainage conditions onsite would not be significantly altered by the proposed project. The general flow and direction of stormwater runoff would be retained with flows conveyed to the southwest and connecting to the existing storm drain facility within Dowd Drive. Thus, the project would have a less than significant impact on the overall drainage pattern. LID requirements are provided for and ensure that runoff generated onsite is first filtered through bio-retention or vegetated swales prior to entering into the storm drain system. Thus, erosion and siltation associated with runoff would be minimized. Stormwater treatment onsite includes collection, filtration and storage of stormwater. The proposed storm drains will be adequately sized to accommodate anticipated flows emanating from the properties to the north and generated onsite. Thus, there is sufficient capacity in the existing and proposed storm drain to capture and convey runoff without increasing the risk of flooding on or offsite. Therefore, impacts do to drainage of storm water from project would be less than significant.
IX. (f) **Less than Significant Impact:** The proposed project would be served by the City’s wastewater collection system. Three stage sand oil separators are proposed as part of the treatment onsite and will provide enhanced filtration to effluent leaving the site and entering the sanitary sewer system. There are no septic systems or other alternatives wastewater treatment facilities proposed as part of the project. All wastewater would be collected and conveyed to the City’s wastewater treatment plant. Therefore, impacts associated with wastewater discharges would be less than significant.

IX. (g-j) **No Impact:** The project site is not located within a flood zone or within a flood hazard area. Therefore, the project would have no impacts due to placing housing or structures within a 100-year flood zone. Similarly, the site is not located within an inundation area of a levee or dam, nor is the site expected to be impacted by inundation by seiche, tsunami or mudflow. Therefore, there would be no impact associated with risks due to flooding or inundation from a levee or dam failure, or from a seiche, tsunami or mudflow.

**Mitigation Measures:**

**HYDRO-1:** In accordance with the National Pollution Discharge Elimination System regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, identification of BMPs, and use and cleanup of hazardous materials. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction a monitoring report shall be conducted weekly during dry conditions and three times a day during storms that produce more than 1/2” of precipitation.

**HYDRO-2:** Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Santa Rosa Utilities Department. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City's local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional Water Quality Control Board Order No. R1-2009-0045, Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region. In the event that groundwater is discharged to the storm drain system, the Applicant shall submit permit registration documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.
X. LAND USE AND PLANNING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
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<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</td>
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<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</td>
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<td>☐</td>
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</tr>
</tbody>
</table>

Sources: 2035 General Plan and EIR.

Land Use and Planning Setting: The land use in Santa Rosa currently exhibits a distribution that is heavily weighted towards residential development, which accounts for approximately 50% of the acreage within the UGB. At present, commercial uses account for 7% of the acreage, whereas 4% of the UGB is devoted to industrial uses. The project site itself is comprised of 5 contiguous parcels, 4 of which are zoned for light industrial uses (IL) and the other for vehicle sales (CV). The project includes a rezone of all (IL) parcels to (CV).

Land Use and Planning Impacts Discussion:

X. (a) **No Impact**: The project proposes the redevelopment of a currently underutilized lot that is bounded by commercial and light industrial land uses similar in scale and density to the proposed auto retailer. Division of an established community typically occurs when a new physical feature, in the form of an interstate or railroad, physically transects an area, thereby removing mobility and access within an established community. The division of an established community can also occur through the removal of an existing road or pathway, which would reduce or remove access between a community and outlying areas. The redevelopment of the subject site and the rezone from IL to CV will encourage continuity and uniformity. There are no aspects of the project that would substantially reduce mobility or access. Therefore, the project would have no impact due to the division of an established community.

X. (b) **Less Than Significant Impact**: The proposed project is required to comply with all General plan policies and the Zoning Ordinance. The proposed rezone and lot merger will result in the project site being zoned CV, which is consistent with the proposed auto dealership use and the General Plan Land Use Designation of “Business Retail.” The project is reviewed based on the potential for impacts to occur due to project activities. The project is consistent with goals of the 2035 General Plan thereby avoiding conflict with applicable regulations and policies established by the City.

As redevelopment of an existing, underutilized lot within the UGB the project is able to achieve several of the goals set forth in the 2035 General Plan. The project is consistent with goal GM-A by focusing development within the UGB, thereby discouraging urban sprawl. With little departure from previous uses onsite, the project implements goal EV-B through facilitating retention and expansion of existing business types and encouraging employment opportunities for the existing labor pool, namely those involved in the automotive service industry. The project also achieves goals EV-C and EV-D-1 by promoting increased density along the city’s regional and arterial corridors and promoting Santa Rosa’s role as a regional center.

The project includes the extension of sidewalks and installation of bike lanes thereby encouraging connectivity and safe, well-connected pedestrian and bicycle facilities, which achieves goals LUL-S and LUL-S-2.
The project proposes landscaping along Dowd Drive and internally, which is consistent with the Santa Rosa Water Efficient Landscaping Ordinance 14-30.040. The project is not expected to conflict with any applicable land use plan, policy, or regulation. Therefore impacts will be less than significant.

X. (c) **No Impact:** The project is not subject to an adopted habitat conservation plan or a natural community conservation plan. The project does not contain any biological resources and not would it interfere with any adopted conservation plan. The project would have no impact as there are no endangered plants or animal species located within the project boundaries. Therefore, the project will have no impact to any adopted conservation plan or natural community plan.

**Mitigation Measures:** No mitigation required.

**XI. MINERAL RESOURCES**

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</td>
<td>❌</td>
<td></td>
<td>✔️</td>
<td>❌</td>
</tr>
<tr>
<td>b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</td>
<td>❌</td>
<td></td>
<td>✔️</td>
<td>❌</td>
</tr>
</tbody>
</table>

Sources: 2035 General Plan and EIR; and Geotechnical Investigation performed by Kleinfelder, November 1, 2013.

**Mineral Resources Impact Discussion:**

XI. (a-b) **No Impact:** There are no known mineral resources within the project site boundaries. Soil studies conducted as part of the geotechnical investigation did not reveal the presence of any valuable resources onsite. The project site has not been delineated as a locally important resource recovery site. It is not expected that the project will result in the loss of availability of a known mineral resources, including those designated as “locally important”. Therefore, the proposed project will have no impact that results in the loss of availability of mineral resources.

**Mitigation Measures:** No mitigation required.
XII. **NOISE**

<table>
<thead>
<tr>
<th>Would the project result in:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>

Sources: 2035 General Plan and EIR; Municipal Code, Chapter 17; and General Plan Figure 12-2 Noise Contours.

**Noise Setting Discussion:** Noise is generally characterized as “unwanted sound.” Noise sources within Santa Rosa’s Urban Growth Boundary include vehicular traffic, aircraft, trains, industrial activities such as mechanical equipment and refrigeration units, and background city noise. Commercial and light industrial land uses are typically considered the least noise-sensitive, whereas residences, schools, hospitals, and hotels are considered to be the most noise-sensitive.

The Santa Rosa General Plan, indicates that commercial land uses are considered normally acceptable in noise environments of 70 dB CNEL/L_{dn} or less, conditionally acceptable up to 77 dB CNEL/L_{dn}, and normally unacceptable between 75 dB CNEL/L_{dn} and 90 dB CNEL/L_{dn}. The General Plan states that commercial noise environments over 90 dB CNEL/L_{dn} are clearly unacceptable. Per section 17-16.030 of the City’s Zoning Ordinance, noise levels generated by commercial uses must remain at or below the following levels to be considered acceptable: 55 dB from 10 pm-7 am, 60 dB from 7 pm- 7 am, and 60 dB from 7 am to 7 pm. A potentially significant impact could occur in the event that the established ambient noise limits are exceeded by 5 dB.

The proposed CarMax project consists of the redevelopment of a commercial/ light industrial area. The project site is bounded by Dowd Drive and Corby Avenue with commercial/ light industrial land use to the north, south and west, and US Hwy 101 to the east. It is situated approximately 50 feet west of Hwy 101, approximately 2.5 miles to the east of the Northwestern Pacific Railroad and future Sonoma-Marin Area Rail Transit Railway (SMART), and 10 miles southeast of the Sonoma County Airport. The project site is located within the 65-70 dB noise contours of US 101, as indicated on the 2035 General Plan noise contours map, and is not in close proximity to any sensitive receptors.
Noise Impacts Discussion:

XII. (a-c) **Less than Significant Impact:** The City of Santa Rosa regulates the noise environment through Section 17-16.030 of the Municipal Code. As stated earlier, commercial uses in areas with Ldn between 50 and 70 dBA would generally be acceptable. The surrounding land uses comprised of commercial and light industrial are not expected to generate exterior ambient noise levels exceeding 70 dBA. With present and reasonably foreseeable conditions noise levels onsite would be within the normally acceptable range. As a redevelopment project that is very similar in size, scope and use to the previous land use, the project is not expected to expose adjacent or nearby receptors to excessive exterior noise standards. Therefore, impacts from the project due to a permanent increase in the ambient noise environment including groundborne vibration would be less than significant.

At project operation the onsite land use and associated noise environment will be typical of commercial development and subject to the City’s noise exposure standards. Operation of the CarMax dealership will have less than significant impacts to the existing noise environment. The City of Santa Rosa’s Noise Ordinance 17-16.120 establishes 5 dBA as the threshold for determining whether the noise level resulting from a project would exceed what is “normally acceptable” for an affected land use, thereby constituting a significant impact. The CarMax project is not expected to introduce a substantial permanent increase in the ambient noise environment as a result of stationary or mobile sources. The development of the auto-dealership would result in an increase in stationary noise similar to that already present on the project site, including daily activities and movements related to auto sales and those performed by employees and customers, landscaping and maintenance activities and the use of the car wash. All of the above listed activities emit intermittent sources of low level noise and are not expected to cause a perceptible noise increase.

The project will have a negligible increase in traffic trips relative to the existing condition. The noise levels on Corby Avenue and in the immediate vicinity are expected to be consistent with current condition, because the proposed project is very similar to past uses. The increase in ambient noise levels from traffic generated by the project will not increase ambient noise levels by 5 dBA. Thus, there will not be substantial impacts to the ambient noise environment. Therefore, noise level generated by the project from mobile and stationary sources do not constitute a substantial increase in the noise environment and impacts to the ambient noise environment would be less than significant.

XII. (d) **Less than Significant Impact with Mitigation:** Construction activities will involve site preparation, demolition, foundation work and construction of a service/sales building and associated car wash facility. The project has the potential to generate noise levels from the use of heavy equipment, especially during site preparation, demolition, and to a lesser extent, during foundation phases. Construction activities associated with the project could increase average noise levels as heard from 50 feet away to levels of up to 89 dBA. Construction noises generated by project development may occasionally result in temporary impacts to the noise environment. These excessive noise levels will occur only during active construction activities and will end once the project is operational. In order to reduce potential impacts to levels below significant, construction activities shall be restricted to certain times of the day. With implementation of the mitigation measure set forth in NOI-1 below, excessive noise levels generated during construction activities will be reduced to levels below significance.

Project activities associated with demolition and construction are expected to result in a periodic and temporary increase in ambient noise levels in and around the project site and may occasionally reach intrusive levels. As described herein, mitigation measures in NOI-1 restrict the hours of construction to 7:00 am to 7:00 pm Monday through Friday and 8:00 am to 6:00 pm on Saturdays. Construction is prohibited on Sundays and all federal, state, and local holidays. Implementation of the mitigation measures in NOI-1 set forth below would reduce the temporary and periodic noise impact from construction activities to less than significant levels.

XII. (e-f) **No Impact.** The project site is located approximately 10 miles south of the Charles M. Schulz Sonoma County Airport and is not located in the vicinity of a private airstrip. Figure 12-2 of the Santa Rosa General Plan (Noise Contours) indicates that the project site is outside of the noise contours generated by the Charles M. Schulz Sonoma County Airport. Therefore, workers on the project site and future employees and customers would not be exposed to excessive noise levels generated by the airport and no impacts would occur.
Mitigation Measures:

NOI-1: Hours of construction shall be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. Saturdays. No construction activities shall take place on Sundays and holidays.

XIII. POPULATION AND HOUSING:

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
</tbody>
</table>

Sources: 2035 General Plan and EIR.

Population and Housing Setting: The 2035 General Plan anticipates the population to reach 233,520 at General plan buildout in 2035, which translates to a growth rate of 0.95% per year. As a regional-serving commercial redevelopment project, the proposed CarMax auto-dealer is not expected to result in significant impacts related to population and housing.

Population and Housing Impacts Discussion:

XIII. (a) Less than Significant Impact: The proposed project is not expected to directly or indirectly induce substantial population growth. The land use classification of the project site is Retail Business and Services. This designation allows for retail and service enterprises. Automotive retailers are permitted under CV (motor vehicle sales) zoning. The project will replace an existing development with a very similar use; therefore it is not expected to substantially alter the existing conditions that have characterized the project site previously.

Infrastructure improvements are proposed for the project site and are generally limited to replacement or re-routing of existing utilities all of which currently extend and serve the project site. Due to the limited infrastructure and site improvements and based on the fact that the auto dealership serves a regional population the project is not expected to induce substantial population growth in the area. Therefore, impacts are expected to remain below significant levels.

XIII. (b-c) No Impact: At present the project is zoned CV and IL and the designated land use is “Retail Business and Services.” The project site does not support any residential uses nor are any residential uses proposed. Accordingly, the Project will not displace a substantial number of existing housing units or people, necessitating the construction of replacement housing elsewhere. Therefore, the project will have no impacts to population and housing, including those that displace people or existing housing.

Mitigation Measures: No mitigation required.
XIV. PUBLIC SERVICES

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? □ □ ☒ □

b) Police protection? □ □ ☒ □

c) Schools? □ □ ☒ □

d) Parks? □ □ ☒ □

e) Other public facilities? □ □ ☒ □

Sources: 2035 General Plan And EIR; and Figure 12-3 Fire Facilities Map.

Public Services Setting: The City charges one-time impact fees on new private development in order to offset the cost of improving or expanding City facilities. Impact fees are used to fund the construction or expansion of needed capital improvements. Santa Rosa collects impact fees such as the Capitol Facilities fee, Southwest Area Development fee and school Impact fees necessary to finance required public facilities and service improvements and to pay for new development's fair share of the costs of the required public facilities and service improvements.

Public Services Impact Discussion:

XIV. (a-e) Less than Significant Impact: The project site is located within an existing commercial area in the Southwest Planning area that is currently well served by public services. The anticipated increase in population resulting from the proposed project is negligible. Furthermore, demands on fire and police service have been previously anticipated as part of General Plan buildout and are met with impact fees that provide funding for the incremental expansion of services.

General Plan policy PSF-E-1 sets a 5-minute travel time for emergency response within the city. The project is located within the response radii of two fire stations (see GP figure 12-3) located at 830 Burbank and 2373 Circadian. As the Traffic Impact Study notes the project is consistent with the General Plan 2035, because of the redundancy of approach access, the ability of emergency response vehicle’s ability to override traffic controls with lights, sirens, and signal pre-emption, and their ability to travel in opposing travel lanes in congested conditions, ensure that travel times are within the 5 minute range. The project’s addition of vehicle trips to the adjacent grid street network is not expected to cause a reduction in travel speeds that would result in significant delays for emergency vehicles. As a standard condition of project approval, the applicant shall pay all development impact fees applicable to commercial development, including, but not limited to, Southwest Area Development Fee, Capital Facilities Fee and School impact fees. These funds are sufficient to offset any cumulative increase in demands to fire and police protection services and ensure that impacts are less than significant.
The Project is not expected to result in substantial adverse impacts associated with any other public facilities including schools and parks. The proposed project area is located within an established commercial area and is well served by existing public utilities. The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. Any additional public services will be acquired through use of impact fees that will be levied. Therefore, impacts to new or expanded public services will be less than significant.

**Mitigation Measures:** No mitigation required.

**XV. RECREATION**

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

Sources: 2035 General Plan and EIR: Figure 6-1 Parks and Open Space.

**Recreation Impact Discussion:**

XV. (a-b) **No Impact:** As commercial development on an underutilized site the project is not expected to result in significant impacts to recreational facilities. The CarMax project involves the redevelopment of an underutilized site where the proposed use does not depart significantly from the previous use. Therefore, it is anticipated that an existing labor force will be available to staff the commercial development and will not result in substantial population growth by requiring an outside labor force. Because the project will not incite population growth there is little expectation that it would put further pressure on recreational amenities thereby requiring construction or expansion of facilities. No impacts related to the construction or expansion of recreational facilities is expected.

**Mitigation Measures:** No mitigation required.
XVI.  TRANSPORTATION AND CIRCULATION

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e) Result in inadequate emergency access?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>


Transportation and Circulation Setting: The City of Santa Rosa General Plan 2035 establishes goal T-D for maintaining acceptable traffic flows and goal T-B for providing a safe and efficient, free flowing circulation system. The City generally considers a Level of Service (LOS) D or better to be acceptable (General Plan Policy T-D-1). Projects that contribute traffic volumes that would degrade traffic flows to below LOS D or result in an added delay of four seconds or more to intersections already operating at LOS E or F would be considered to have a potentially significant impact to traffic and circulation. All study area intersections currently operate at LOS D or better.

Transportation and Circulation Impact Discussion:

XVI. (a-b) Less than Significant Impact: A Traffic Impact Study was prepared by TJKM Transportation Consultants, on May 7, 2014. The study evaluated the existing traffic conditions in the project vicinity and reviewed five study area intersections during peak hour flows for project related traffic impacts.

The CarMax project is projected to generate 509 weekday trips, including 30 weekday a.m. peak hour trips, 48 weekday p.m. peak hour trips, and 64 weekend trips for the Saturday afternoon peak hour. These projections for trip generation are based on the Institute of Transportation Engineers Trip Generation rates for Automobile Sales (Code 841). As stated in the Traffic Report, a regression equation was applied to determine the total number of trips to estimate the p.m. peak hour trips per the recommendations outlined in ITE’s Trip Generation Handbook 2nd Edition.
The Traffic Study finds that the LOS at study area intersections currently operates at LOS D or better during the a.m., p.m. and weekend midday peak hours. The report concludes that upon the addition of the project-related trips, the study area intersection will continue to operate acceptably at LOS D or better during all peak hours.

In the future under General Plan Buildout 2035 all study area intersections will continue to operate at LOS D or better during all peak hours with the exception of the weekend midday peak hour at the Corby Avenue/Hearn Avenue intersection, which would operate at LOS E. The project’s contribution to this intersection would result in an increase in delay at this intersection of 2.3 seconds, which is below the 4-second threshold that would trigger a potentially significant impact. While the project will contribute trips to the circulation network, the volume of trips generated would not substantially affect LOS such that LOS degrades to level D or below or results in increased delays of 4 seconds or more to intersections with LOS E or F. Therefore, the project would have a less than significant impact due to a conflict with LOS standards.

A queuing analysis was also conducted to identify the potential for spillover at study area intersections. Under existing conditions turning movements at all study area intersections currently exceed the available storage length. Trips generated by the subject CarMax Project would contribute to the existing deficiency, but would not result in any new spillover of turn pockets. In future year 2035, without contributions from the project, the queuing analysis identified two additional turning movements that would exceed the storage length. These include the westbound right-turn during the a.m. peak hour at US 101 Northbound Ramps/Santa Rosa Avenue/Yolanda Avenue and the eastbound left-turn during the weekend peak hour at the Hearn Avenue/Santa Rosa Avenue intersection. The addition of project specific trips under future year conditions would not result in any new spillovers. The project’s contribution to queuing lengths are generally limited to the equivalent of two additional cars, which is a length of approximately 50 feet. Therefore, the project would not result in a significant contribution to the already existing spillover identified at project area intersections.

The proposed project is not expected to conflict with an applicable plan, ordinance or policy or interfere with an applicable congestion management program. Therefore, the project would have less than significant impacts to traffic and circulation.

XVI. (c) No Impact: The project site is located more than two miles from the Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not located near a public or private airport. Therefore, project will not impact air traffic patterns nor result in conflicts due to traffic patterns.

XVI. (d) Less than Significant Impact with Mitigation: The Traffic Study also evaluated site access and internal circulation in order to identify any potential design hazards. As proposed, primary site access will be taken from two driveways off of Dowd Drive, which are spaced approximately 300 feet apart and have a design width of 30 feet. An additional driveway to access the site is provided off of Corby Avenue and has a design width of 24 feet. All driveways will be accessible via either a right or left hand ingress or egress. Due to the project trip rate generation, these turning movements to access the site are not expected to result in queuing conflicts on either Dowd Drive or Corby Avenue.

Sight distances at all existing and new access driveways were reviewed pursuant to the minimum stopping sight distance standards provided in the Caltrans Highway Manual. The posted speed on both Corby Avenue and Dowd Drive is 35 mile per hour, which would require a minimum stopping sight distance of 250 feet. In order to ensure that the proposed driveway on Corby Avenue would have sufficient stopping sight distance and visibility to achieve this standard Traf-1 shall be implemented. Similarly, as street parking is permitted along Dowd Drive a potential hazard was identified due to parked cars in the vicinity of proposed access driveways for the subject CarMax site. In order to ensure that any potential impacts from a design hazard is avoided the project shall implement measure Traf-1, which would preclude street parking on Corby Avenue and Dowd Drive within 25 feet north and south of the three proposed driveways. This measure would provide for adequate visibility for vehicles exiting driveways onto Dowd Drive and Corby Avenue. With implementation of measure Traf-1, stopping sight distance would be adequate and potential impacts would be reduced to levels below significant.

Internal site circulation associated with the project was evaluated in the Traffic Study based on the proposed site plan. Internal circulation will be facilitated through a series of 24 foot wide aisles within 90-degree parking areas intended for customers and employees on the western side of the site. The eastern portion of the site will contain 90-degree parking areas intended for sales and staging and will be accessed via 20 foot wide aisles. A two-way driveway with a width of 24 feet will provide internal east-west access between Dowd Drive and Corby Avenue.
As proposed, internal circulation onsite is expected to perform acceptably for the intended use. Therefore, impacts due to hazardous design associated with internal circulation would be less than significant.

XVI. (e) **Less than Significant Impact:** Emergency access to the project site will be taken from one of the two proposed driveways off of Dowd Drive. A 20-foot fire lane will extend from the southern driveway to the auto staging area, which is expected to be sufficient to provide adequate circulation for emergency vehicles. Therefore, potential impacts from inadequate emergency access would be less than significant.

XVI. (f) **Less than Significant Impact:** Public transit, bicycle, or pedestrian facilities in the project vicinity will not be substantially impacted by the proposed development. As an auto dealer use, the proposed CarMax project would contribute minimal riders to the public transit system. The Santa Rosa City Bus and Sonoma County Transit system currently have sufficient capacity and facilities to support any increased ridership generated by the proposed project. Thus, impacts to public transit would be less than significant.

The bicycle facilities in the project vicinity consist of existing and planned on and off street paths. To the north of the site are existing Class II facilities (on-street, striped bike lanes) within Hearn Avenue between Stony Point Road and Whitewood Drive and on Santa Rosa Avenue between Bellevue Avenue and Bennett Valley Road. A Class II facility is planned on Hearn Avenue between Whitewood Drive and Santa Rosa Avenue. Although there are no existing Class I facilities (off-street), the SMART path is currently proposed for construction along the Northwest Pacific Railroad right-of-way, west of the project site. Class III routes (signed on-street) are planned along Corby Avenue and Dowd Drive.

The project includes the installation of Class III signage along its frontage to Corby Avenue and Dowd Drive to ensure development of the planned Class III routes and connectivity to existing and planned bike lanes in the project vicinity. Accordingly, the project is consistent with the proposed bicycle routes, as it will implement signage along the project’s frontage. Therefore, impacts due to a conflict in existing or planned bicycle paths from project development would be less than significant.

There are no existing sidewalks along the project’s Corby Avenue frontage, nor are any planned. Pedestrian facilities in the project vicinity are limited to a discontinuous sidewalk along Dowd Drive including sidewalks to the north and south of the project site. The project includes the construction of a sidewalk along the Dowd Drive project frontage thereby providing continuous pedestrian connectivity to existing sidewalks north and south of the project site. In order to ensure consistency with the General Plan and the Bicycle Master Plan, the project is responsible for implementing improvements along frontage to Corby Avenue and Dowd Drive. As proposed, the project includes provision for such facilities. Therefore, the project is consistent with the requirements for alternatives modes of transit and potential conflicts would be less than significant.

Public transit, bicycle, or pedestrian facilities in the vicinity are expected to operate acceptably with respect to the proposed project. As an auto dealer use, the proposed project is not expected to generate a substantial amount of bicycle or pedestrian traffic. Therefore, impacts to bicycle and pedestrian facilities would be less than significant.

Staff members from the City’s Department of Public Works –Engineering Development Services, including the City’s Traffic Engineer, have reviewed the Traffic Impact Study and have not identified any significant issues. Accordingly, the project is anticipated to have a less-than-significant impact relative to transportation and traffic.

**Mitigation Measures:**

Traf-1: In order to avoid a potential hazard due to sight distance constraints, improvements along Dowd Drive and Corby Avenue shall include curb painting and signage that prohibit on-street parking for a distance of 25 feet north and south of the three proposed driveways (two along Dowd Drive and one along Corby Avenue). The curb shall be painted red and “No Parking” signs shall be placed 25 feet on either side of the three project driveways. This measure will provide for adequate visibility for vehicles exiting driveways from the project site.
XVII. UTILITIES AND SERVICE SYSTEMS

Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact
--- | --- | --- | --- | ---

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☒ | ☐

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☒ | ☐

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? | ☐ | ☐ | ☒ | ☐

f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs? | ☐ | ☐ | ☒ | ☐

g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐

Sources: 2035 General Plan and EIR; Water Resource and Conservation 2010 UWMP; Sonoma County Water Agency 2010 UWMP; and CarMax Utility Plan.

Utilities and Service Systems Settings: The City of Santa Rosa collects impact fees for open space, parkland, traffic impact, wastewater, water capacity, storm drain, public art and others. The one-time impact fee is intended to offset the cost of improving or expanding city facilities needed to accommodate new private development by providing funds for expansion or construction of necessary capital improvements. The previously developed project site is currently well-served by public utilities and the redevelopment of the site is not expected to necessitate substantial infrastructure improvements or enhancement to provide adequate public utilities and service systems.

Water Supplies
The City of Santa Rosa’s primary source of potable water is supplied by the Russian River Water System and is supplemented with water sourced from three wells owned and operated by SCWA and six groundwater wells owned by the City of Santa Rosa. Three of the six groundwater wells are intended for emergency purposes and one is devoted to irrigation. The city maintains a reserve of approximately 2.1 million gallons of water per day (mgd) to be used in the event of an emergency. The City has also adopted a program intended to supplement the existing emergency supply with an additional 8.7 mgd of groundwater.
At present, the SCWA provides the City with an average day peak month supply of 56.6 mgd and the supply is limited to a total of 29,100 acre feet per year.

Pursuant to the Urban Water Management Plan Act the City’s Utilities Department is required to prepare an Urban Water Management Plan (UWMP) on a 5-year basis. An UWMP was completed for the 2010 cycle and was adopted on June 14, 2011. The 2010 Santa Rosa Urban Water Management Plan (UWMP) extended the term of water analysis through the year 2035 and established a plan for the supply and demand management programs that is based on population trends and land uses set forth in the 2025 General Plan, the current water supply contract with the Sonoma County Water Agency (SCWA), and planned City water recycling and water conservation programs.

SCWA adopted its 2010 Urban Water Management Plan (Brown & Caldwell June 2011) on June 21, 2011. The SCWA maintains water rights permits for surface water from the Russian River with a limit of 75,000 acre feet per year. The permits typically contain terms limiting the rates of direct diversion in order to protect fish and wildlife species and recreation activities. It is anticipated that the SCWA will obtain water rights approval from the State Water Control Board to increase future water diversions above 75,000 acre feet in 2027 and to 80,000 acre-feet in 2035. This expectation is based on a number of factors including that physical water supply needed to support additional diversion already exists, the requested increase remains relatively small, and customers and policy makers are maximizing conservation efforts to the greatest extent practicable.

To ensure that the City of Santa Rosa maintains a sufficient water supply to meet the water demands as the city continues to build out the General Plan, policy PSF-F-6 stipulates the need for routine evaluation of the City’s long term water supply strategies and implementation of appropriate growth control measures, as necessary.

**Wastewater Treatment**

The Laguna Wastewater Treatment Plant treats all wastewater generated by residential, commercial and industrial uses within the City of Santa Rosa, Rohnert Park, Cotati, Sebastopol and the South Park Sanitation District. The water recycling facility produces tertiary recycled water in compliance with the California Department of Health Services. At present, treatment capacity is at approximately 21.34 million gallons per day (mgd). An Incremental Recycled Water Program (IRWP) has been approved and will be implemented as growth occurs. With the IRWP in place it is expected that the treatment capacity for the plant will increase to 25.79 mgd, 18.25 of which will be allocated to the City of Santa Rosa.

**Storm Drains**

Within the City of Santa Rosa storm drains convey runoff from impervious surfaces such as streets, sidewalks, and buildings that drain to creeks and ultimately through the Laguna de Santa Rosa. This water is untreated and carries with it any contaminants picked up along the way such as solvents, oils, fuels and sediment. The City’s Stormwater Ordinance, set forth in Chapter 17-12 of the City’s Municipal Code, establish the standard requirements and controls on the storm drain system. All existing and proposed development must adhere to the City’s Stormwater Ordinance, as well as the policies set forth in the General Plan including:

PSF-I-1 Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.

PSF-I-2 Require developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development.

PSF-I-3 Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.

PSF-I-4 Require measures to maintain and improve the storm drainage system, consistent with goals of the Santa Rosa Citywide Creek Master Plan, to preserve natural conditions of waterways and minimize paving of creek channels.

PSF-I-6 Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.
Solid Waste
The City of Santa Rosa contracts with the North Bay Corporation to provide solid waste collection and recycling for commercial uses in Santa Rosa. The North Bay Corporation collects both residential and commercial waste and delivers it to a transfer station at 500 Meacham Road in Petaluma. The Solid waste generated by the City of Santa Rosa is then transferred to the Redwood Landfill in Marin County, Keller Canyon Landfill in Contra Costa County, or Potrero Hills landfill in Solano County. Per the California Integrated Waste Management Act (Assembly Bill 939) Sonoma County adopted an Integrated Waste Management Plan (CoIWMPlan) with the goal of achieving a 70 percent diversion rate by 2015.

Utilities and Service Systems Impact Discussion

XVII. (a,b,e) Less Than Significant Impact: The proposed project consisting of the redevelopment of an underutilized commercial/ light industrial site will not cause or exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board, nor is the project expected to necessitate the expansion or construction of water or wastewater treatment facilities. The projected wastewater generation of the project falls within the capacity of the existing sanitary sewer lines and the City’s wastewater sewer plan. Therefore, it is not expected that the project will have significant impacts due to exceeding wastewater treatment requirements and will not require the expansion of existing facilities or construction of new facilities.

The project is of the type and density anticipated in the General Plan. The project’s contribution to wastewater flows were anticipated in the General Plan and have been considered for operating capacity of the water treatment plant. Any increase in wastewater is well within the flow capacity analyzed as part of the General Plan. Therefore, the proposed project will not generate wastewater that exceeds the capacity of the City’s existing wastewater treatment plant, when added to existing and projected commitments through General Plan buildout. Therefore, the project will have less than significant impacts related to the adequacy or capacity of wastewater treatment facilities.

The existing water supplies, facilities and infrastructure are sufficient to meet the demands of the project without the need for expansion or new construction a water supply facilities. Water demand onsite will be limited through efficient irrigation of the landscaping and water efficient fixtures, and appliances indoors, consistent with requirements established by the CalGreen Building Code. Therefore, the project impacts to water supplies and related infrastructure would be less than significant.

XVII. (c) Less Than Significant Impact: The project is not expected to result in significant environmental impacts due to the expansion of existing storm water drainage facilities or construction of new facilities. The development will result in a minimal increase in impervious surfaces compared to the existing condition of the site. Improvements that will increase impervious surfaces include expansion of the paved areas. In order to off-set the increase in stormwater runoff flows the project will be designed in accordance with the City’s Standard Urban Storm Water Mitigation Plan (SUSMP) guidelines which encourage the integration of Low Impact Design (LID) measures into site designs. Proposed LID measures include the treatment of runoff and the diversion of stormwater away from fuel dispensing areas and the installation of three stage sand oil separators that will filter water and remove toxic chemicals. LID measures also include vegetated swales and bio-retention features to provide for continuous treatment and filtration of stormwater runoff. The proposed LID measures are expected to be sufficient to accommodate any increased flows generated by the project. The southwesterly flow of stormwater runoff would be retained and continue to be conveyed to the existing storm drain facility within Dowd Drive. The storm drains will be adequately sized to accommodate anticipated flows emanating from the properties to the north and generated onsite. With the installation of bio-swales and bio-retention facilities, there will be no net-increase in flows emanating from the project site, therefore; impacts related to the construction of new storm water drainage facilities or expansion of existing facilities will be less than significant.

XVII. (d) Less Than Significant Impact: The project will utilize water obtained from the City’s water system for onsite water needs. As redevelopment of a previously developed site, water demands resulting from project buildout are not expected to greatly exceed the existing on-site water demands. The minimal increase in on-site water demand resulting from the project will remain consistent with what has been anticipated in the General Plan and the Urban Water Management Plan (UWMP). The project will not generate substantial water demands beyond what has been anticipated. The existing entitlements for water supplies are sufficient to continue to meet the needs of Santa Rosa in addition to the minimal water demands generated by the project. Therefore, impacts will be less than significant.
XVII. (f-g) **Less Than Significant Impact:** The project is expected to generate solid waste typical of commercial uses. The project applicant is required to adhere to all regulations governing the disposal of solid waste. Construction related waste will be reduced through the development of a construction waste management plan. At present, the City is under contract with North Bay Corporation for solid waste disposal and recycling services. Solid waste is collected and transferred to several landfill sites. Although the waste stream generated by the project is expected to increase during construction it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, and local statutes and regulations related to solid waste. Therefore, the disposal of solid waste resulting from project construction and operation would have less than significant impacts.

**Mitigation Measures:** No mitigation required.


<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</td>
<td>☐</td>
<td>☒</td>
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<td>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</td>
<td>☐</td>
<td>☐</td>
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<tr>
<td>c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</td>
<td>☐</td>
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**Mandatory Findings Discussion:**

XVIII. (a) **Less Than Significant Impact with Mitigation:** The project is located within the Santa Rosa Urban Growth Boundary and potential impacts associated with its development have been anticipated by the City’s General Plan and analyzed in the EIR. The project is consistent with the General Plan Land Use designation, goals, policies and programs. With implementation of mitigation measures set forth above in sections I, III, IV, V, VI, VII, IX, XII, and XVI, the project’s potential impacts to the quality of the environment would be reduced to levels below significance. As such, the project will not degrade the quality of the environment, reduce habitat, or affect cultural resources. Therefore, the project will have less than significant impacts due to degradation of the environment.

XVII. (b) **Less Than Significant Impact:** The proposed project is consistent with the City’s General Plan land use designation for the site and the City’s long-range plan for future development. The project is also consistent with the surrounding land uses and implements the intent of the UGB through infill development on underutilized lots.
Public utility and service providers will be capable of serving the project with existing or planned facilities. Potential environmental impacts are expected to remain at, or be mitigated to levels below significance, and long-term environmental goals are not expected to be adversely impacted by the project.

The Project does not increase the severity of any of the impacts from the levels identified and analyzed in the General Plan EIR. Traffic impacts are not anticipated to result in adverse cumulative conditions; the City has adopted circulation policies as part of its General Plan Transportation Element that regulates traffic movement and requires construction of project improvements to ensure traffic safety. Long-term traffic impacts related to General Plan build-out (2035 scenario) and cumulative traffic conditions will be addressed by ongoing City efforts to pursue alternative transportation modes, including increased use of public transit and other Transportation Systems Management methods. The project does not have the potential to create impacts that are individually limited, but cumulatively considerable. Therefore the project’s cumulative impacts will be less than significant.

XVII. (c) Less Than Significant Impact with Mitigation: The project has the potential to result in adverse impacts to humans due to aesthetics, air quality, biology, cultural resources, geology, hazardous materials, hydrology, noise, and transportation and circulation. With those mitigation measures set forth above, the project will have less than significant environmental effect that would directly or indirectly impact human beings onsite or in the project vicinity. In addition to those mitigation measures set forth herein, the development project will be conditioned to achieve city standards with respect to noise, safety and drainage. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards. With implementation of mitigation measures, the project does not present potentially significant impacts that may have an adverse affect upon human beings, either directly or indirectly. Therefore the project will have less than significant impacts due to substantial adverse environmental effects.
4.0 **REFERENCE DOCUMENTS**

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports, are on file with the City of Santa Rosa Department of Community Development. References to Publications prepared by Federal or State agencies may be found with the agency responsible for providing such information.

<table>
<thead>
<tr>
<th><strong>Santa Rosa General Plan and Zoning Ordinance</strong></th>
<th><strong>Santa Rosa Zoning Ordinance, Title 20</strong></th>
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<tbody>
<tr>
<td>General Plan Chp.2 Land Use, and Livability</td>
<td>General Plan Chp.8 Growth Management</td>
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<td>General Plan Chp.3 Urban Design</td>
<td>General Plan Chp.9 Youth and Family</td>
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<td>General Plan Chp.4 Housing</td>
<td>General Plan Chp.10 Economic Vitality</td>
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<td>General Plan Chp.5 Transportation</td>
<td>General Plan Chp.11. Historic Preservation</td>
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<tr>
<td>General Plan Chp.6 Public services and Facilities</td>
<td>General Plan Chp. 12 Noise &amp; Safety</td>
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<td>General Plan Chp.7 Open Space and Conservation</td>
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<table>
<thead>
<tr>
<th><strong>Other Sources of Information</strong></th>
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<tbody>
<tr>
<td>2010 BAAQMD Clean Air Plan</td>
<td>Sonoma County General Plan</td>
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<tr>
<td>BAAQMD CEQA Guidelines</td>
<td>Santa Rosa General Plan 2035 EIR</td>
</tr>
<tr>
<td>CEQA Guidelines 15064.5</td>
<td>Santa Rosa Citywide Creeks Master Plan</td>
</tr>
<tr>
<td>CarMax Santa Rosa Draft Civil Entitlement Drawings Prepared by BKF 2.3.14</td>
<td>Santa Rosa Water Resource and Conservation 2010 UWMP</td>
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<tr>
<td>CarMax Santa Rosa Elevations 1.27.14</td>
<td>Sonoma County Water Agency 2010 UWMP</td>
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<tr>
<td>Santa Rosa Water Efficient Landscape chp.14-30</td>
<td>Ordinance #3944, Aggressive Economic Development Augments, 2010</td>
</tr>
<tr>
<td>CarMax Santa Rosa Preliminary Planting Plan Prepared by MacNair Landscape Architecture 2.10.14</td>
<td>Santa Rosa Climate Action Plan, 2012</td>
</tr>
</tbody>
</table>
5.0 TECHNICAL APPENDICES

The following technical documents are incorporated herein by reference and are available for review during normal business hours at the City of Santa Rosa, Community Development Department, located at 100 Santa Rosa Avenue, Rm. 3, in Santa Rosa, CA, 95402.


E. "Phase I Environmental Site Assessment," prepared by Kleinfelder, November 1, 2013.


6.0 Attachment 1: Applicant Signature and Determination

PROJECT SPONSOR’S INCORPORATION OF MITIGATION MEASURES

As the project sponsor or the authorized agent of the project sponsor, I, Amanda Steinle, undersigned, have reviewed the Initial Study for the CarMax Dealership and have particularly reviewed all mitigation measures and monitoring programs identified herein. I accept the findings of the Initial Study and mitigation measures and hereby agree to modify the proposed project applications now on file with the City of Santa Rosa to include and incorporate all mitigation measures and monitoring programs set out in this Initial Study.

Amanda Steinle  
6/19/14
Property Owner (authorized agent)  Date

DETERMINATION FOR PROJECT

On the basis of this Initial Study and Environmental Checklist I find that the proposed project (choose the appropriate text):

☐ could not have a Potentially Significant Effect on the environment. A Negative Declaration will be prepared.

☒ could have a Potentially Significant Effect on the environment; however, the aforementioned mitigation measures to be performed by the property owner (authorized agent) will reduce the potential environmental impacts to a point where no significant effects on the environment will occur. A Mitigated Negative Declaration will be prepared.

Bill Rose  
4/15/14
Signature  Date

Bill Rose  Senior Planner
Printed Name  Title

REPORT/authors AND CONSULTANTS
Bill Rose, Senior Planner
City of Santa Rosa, Community Development Department
CARMAX SANTA ROSA

Mitigation Monitoring and Reporting Program

May 12, 2014
<table>
<thead>
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<tr>
<td>AESTHETICS</td>
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<tr>
<td>AES-1: In order to avoid light intrusion onto adjacent properties, all exterior lighting shall be directed onto the project site and access ways, and shall be shielded to prevent glare and intrusion onto adjacent properties. Only low-intensity light standards and/or wall mounted lights shall be used (no flood lights), and lights attached to buildings shall provide a “soft wash” of light against the wall and shall generate no direct glare.</td>
<td>Incorporate into project design and construction documents; on-site observation</td>
<td>Building Division</td>
<td>Verification of incorporation into design and construction documents prior to issuance of building permit.</td>
<td>Deny issuance of building permit.</td>
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<tr>
<td>AIR QUALITY</td>
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<tr>
<td>AQ-1: The Applicant and contractor(s) shall implement basic air quality construction measures recommended by the BAAQMD, including the following:</td>
<td>Incorporate into project design and construction documents</td>
<td>Building Division</td>
<td>Verification of incorporation into design and construction documents prior to issuance of building permit.</td>
<td>Deny issuance of building permit.</td>
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<td></td>
<td>• Water all active construction areas (staging, parking, soil piles, unpaved driveways, etc) at least twice daily.</td>
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<td>Monitor during regularly scheduled inspections.</td>
<td>Stop construction until compliance.</td>
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<td>• Cover all hauling trucks transporting materials offsite.</td>
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<td>• Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas. Sweep streets daily (with water</td>
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<td>sweepers) if visible soil material is deposited onto adjacent roads.</td>
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<td>• Limit traffic speeds on any unpaved roads to 15 mph.</td>
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<td>• Suspend construction activities that cause visible dust plumes that extend beyond the construction site.</td>
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<td>• A certified mechanic shall verify that equipment is properly tune and maintained in accordance with manufacturer specifications.</td>
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<td>• Idling times shall be limited to 5 minutes or less pursuant to the &quot;no idling&quot; rule for in-use off-road diesel-fueled vehicles. Signage shall be posted at the construction site indicating the idle time limitation.</td>
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<tr>
<td>• Post a publicly visible sign with the telephone number of designated person and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</td>
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<td>AQ-2: The demolition and removal of asbestos-containing building materials shall be subject to applicable California Occupational Safety and Health Administration (CAL-OSHA) and BAAQMD Regulations, and the applicant shall obtain a Job Number from the BAAQMD. The applicant shall</td>
<td>Incorporate into project design and construction documents</td>
<td>Building Division</td>
<td>Verification of incorporation into design and construction documents prior to issuance of</td>
<td>Deny issuance of building permit</td>
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### BIOLOGY

**BIO-1:** To prevent impacts to nesting birds covered by State and federal law (California Department of Fish and Game Code and the MBTA), the applicant shall avoid the removal of trees, shrubs, or weedy vegetation between February 1 and August 31, during the bird nesting period. If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, a pre-construction survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than seven days prior to the removal of trees. Survey results shall be valid for the tree removals for 21 days following the survey. If the trees are not removed within the 21-day period, then a new survey shall be conducted. In the event that an active nest for a protected species of bird is discovered in the areas to be cleared, clearing and construction shall be postponed for at least two weeks or until the biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts, whichever is later.

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<tr>
<td>present the Job Number to the City Building Department and notify the BAAQMD at least 10 working days before demolition commences. Federal and state construction worker health and safety regulations shall be followed during demolition activities due to the presence of lead based paint. All ACM and LBP shall be removed by a</td>
<td></td>
<td>building permit Monitor during regularly scheduled</td>
<td>Stop construction until compliance</td>
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<td>Mitigation Measure</td>
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<td><strong>CULTURAL RESOURCES</strong></td>
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<td>CUL-1: If during the course of ground disturbing activities, including, but not limited to, excavation, grading and trenching, a historic or prehistoric archaeological indicator or potentially significant prehistoric or historic resource is encountered, all work within a 100 foot radius of the find shall be suspended for a time deemed sufficient for a qualified archeologist to adequately evaluate and determine the significance of the discovered resource and provide treatment recommendations. Should a significant archeological resource be identified, the qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities.</td>
<td>Incorporate into project design and construction documents; on-site observation (by disturbance coordinator)</td>
<td>Building Division (Contractor)</td>
<td>During Construction</td>
<td>Stop Work</td>
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<tr>
<td>CUL-2: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.</td>
<td>Incorporate into project design and construction documents; on-site observation (by disturbance coordinator)</td>
<td>Building Division (Contractor)</td>
<td>During Construction</td>
<td>Stop Work</td>
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</table>
### CUL-3: In the event that human remains are uncovered during earthmoving activities, all construction excavation activities shall be suspended and the following measures shall be undertaken:

1. The Sonoma County Coroner shall be contacted to determine that no investigation of the cause of death is required.
2. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours.
3. The project sponsor shall retain a City-approved qualified archaeologist to provide adequate inspection, recommendations and retrieval, if appropriate.
4. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American, and shall contact such descendant in accordance with state law.
5. The project sponsor shall be responsible for ensuring that human remains and associated grave goods are reburied with appropriate dignity at a place and process suitable to the most likely descendent.

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## Mitigation Monitoring and Reporting Program

### Carmax Santa Rosa

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<tr>
<td><strong>GEOLOGY AND SOILS</strong></td>
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<tr>
<td>GEO-1: Foundation and structural design for buildings shall meet the Uniform Building Code regulations as well as state and local ordinances for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets, etc.). Construction plans shall be subject to review and approval by the Building Division prior to the issuance of a building permit.</td>
<td>Incorporate into project design and construction documents; on-site observation (by disturbance coordinator)</td>
<td>Building Division</td>
<td>Verification of incorporation into design and construction documents prior to issuance of building permit</td>
<td>Deny issuance of building permit</td>
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<td>GEO-2: As deemed appropriate by the City Engineer and/or Chief Building Official, all applicable recommendations in the Geotechnical Investigative report, prepared for the subject property by Kleinfelder, including, but not limited to excavation, foundations systems, and compaction specification shall be incorporated in order to adequately protect from risks associated with expansive soils, liquefaction, and corrosion. All recommendations set forth in the Geotechnical Investigation prepared by Kleinfelder and the Corrosivity Evaluation prepared by JDH Corrosion Consultants Inc., are herein incorporated by reference. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth Geotechnical Investigation and Corrosivity Evaluation have been incorporated into the design of the project.</td>
<td>Incorporate into project design and construction documents</td>
<td>Building Division</td>
<td>Verification of incorporation into design and construction documents prior to issuance of building permit</td>
<td>Deny issuance of building permit</td>
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<td>GEO-3: The geotechnical engineer shall review the final project plans and specifications to determine consistency with the recommendations as outlined in the report. The geotechnical engineer shall observe soil conditions during grading, compaction, and foundation excavations to verify that conditions are as anticipated and to modify recommendations if warranted. The geotechnical engineer shall sign the improvement plans and certify the design as conforming to the report specifications. The geotechnical engineer shall inspect the construction work and shall certify to the City, prior to acceptance of the improvements or issuance of a certificate of occupancy that the improvements have been constructed in accordance with the geotechnical report specifications.</td>
<td>Incorporate into project design and construction documents</td>
<td>Building Division</td>
<td>Verification of incorporation into design and construction documents prior to issuance of building permit</td>
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<tr>
<td><strong>Greenhouse Gases</strong></td>
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<td>GHG-1: In order to ensure compliance with the mandatory items for new development pursuant to the Appendix E checklist of the CAP, the following measures shall be implemented:</td>
<td>Incorporate into project design and construction documents</td>
<td>Building Division and Planning</td>
<td>Verification of incorporation into design and construction documents prior to issuance of demolition permit</td>
<td>Deny issuance of demo permit or grading permit</td>
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<td>6.1.3 Increase division of construction waste: The developer shall prepare a Construction Waste Management Plan outlining proposed efforts to minimize construction waste and maximize recycling prior to the commencement of project construction;</td>
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<td>9.2.1 Minimize construction equipment idling time to 5 minutes or less; Implementation of mitigation AQ-1 and</td>
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### Mitigation Measure

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<tr>
<td>adherence to basic air quality measures recommended by BAAQMD will limit idling time to 5 minutes or less thereby achieving policy 9.2.1; and 9.2.3 Limit GHG construction equipment emissions by using electrified equipment or alternative fuels: The use of electric equipment and/or equipment using alternative fuels shall be utilized in all contractor agreements and provisions therein.</td>
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<td>into design and construction documents prior to issuance of grading permit</td>
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### Hazardous Materials

HAZ-1: Prepare and implement a Soil and Groundwater Management Plan that specified procedures in the event that petroleum hydrocarbon or previously undetected contaminants are encountered during subsurface work. The plan shall address potential health and safety concerns and provide information and procedures for site workers performing subsurface work at the subject property.

<table>
<thead>
<tr>
<th>Incorporate into project design and construction documents</th>
<th>Building Division</th>
<th>Verification of incorporation into design and construction documents prior to issuance of building permit</th>
<th>Deny issuance of building permit</th>
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<td>Monitor during regularly scheduled inspections</td>
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<td>HAZ-2: Prior to demolition activities the following preventative measures shall be performed:</td>
<td>Incorporate into project design and construction documents</td>
<td>Building Division</td>
<td>Verification of incorporation into design and construction documents prior to issuance of building permit</td>
<td>Deny issuance of demolition permit</td>
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<td>• Additional samples shall be collected in areas not accessed by Kleinfelder’s Asbestos and Lead Survey and shall utilize destructive sample collection methods. The additional sampling shall be performed by a CAL/OSHA CAC or CSST under the supervision of a CAC subsequent to the acquisition of the properties by the client and prior to the commencement of planned demolition activities.</td>
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<td>• A specification produced by a CAL/OSHA CAC and CDPH-certified Lead Project Designer or Project Monitor for abatement of the ACMs and LBPS/LCPs shall be prepared and should be the basis for selecting contractors to perform the abatement work.</td>
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<td>• Prior to building demolition, the developer shall retain a State of California licensed ACM/LBP abatement contractor to perform abatement of the ACMs and LBPs that could potentially be disturbed during planned demolition activities at the site.</td>
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### HYDROLOGY

**HYDRO-1:** In accordance with the National Pollution Discharge Elimination System regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, identification of BMPs, and use and cleanup of hazardous materials. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction a monitoring report shall be conducted weekly during dry conditions and three times a day during storms that produce more than 1/2" of precipitation.

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**HYDRO-2:** Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Santa Rosa Utilities Department. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City’s local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional

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### MITIGATION MONITORING AND REPORTING PROGRAM

**CARMAX SANTA ROSA**

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<td>Water Quality Control Board Order No. R1-2009-0045, Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region. In the event that groundwater is discharged to the storm drain system, the Applicant shall submit permit registration documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.</td>
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**NOISE**

NOI-1: Hours of construction shall be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. Saturdays. No construction activities shall take place on Sundays and holidays.

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### TRANSPORTATION & CIRCULATION

**TRAF-1**: In order to avoid a potential hazard due to sight distance constraints, improvements along Dowd Drive and Corby Avenue shall include curb painting and signage that prohibit on-street parking for a distance of 25 feet north and south of the three proposed driveways (two along Dowd Drive and one along Corby Avenue). The curb shall be painted red and “No Parking” signs shall be placed 25 feet on either side of the three project driveways. This measure will provide for adequate visibility for vehicles exiting driveways from the project site.

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