Coffey Lane Sports Facility Project
3215 / 3219 Coffey Lane, Santa Rosa, CA (Sonoma County)
Assessor’s Parcel Nos. 015-400-016 and 015-370-053

Initial Study/Mitigated Negative Declaration

Lead Agency:
City of Santa Rosa
Community Development Department
100 Santa Rosa Avenue, Rm. 3
Santa Rosa, CA 95404

Contact: Bill Rose, Senior Planner

March 27, 2014
DATE: March 27, 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 – COFFEY LANE SPORTS FACILITY PROJECT

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:
Coffey Lane Sports Facility Project

Location:
3215/3219 Coffey Lane, Santa Rosa, Sonoma County, California, APN: 015-400-016 & 015-370-053

Property Description:
The site is an approximately 5.91 acre parcel which currently houses a wine storage facility. It is accessible from both Coffey Lane and Piner Roads. The project site is located at 3215/3219 Coffey Lane, Santa Rosa, on the south side of Piner Road just west of intersection with Coffey Lane. The SMART tracks are located adjacent to the site along the western boundary.

Industrial and commercial uses surround the northern, eastern and southern parcels. A multi-family residential complex is located to the west, separated from the existing facility by the railroad tracks and the apartment complex’s parking

Project Description:
The project is envisioned to include food and beverage service as accessory space to support many of the tenants. Alcoholic beverages will be offered with food service in accordance with Section 20-70.020 of the City of Santa Rosa Zoning Code. A centralized kitchen will support most of the food service. Most tenants will have separate exterior entry points in addition to the internal circulation connections allowing users to visit multiple tenants.

The Project proponent proposes leasing an existing facility and making tenant improvements to the interior and exterior. The Project proposes conversion of an existing wine storage warehouse into a sports and family recreation facility. The project will be a mixed use “Village” concept, with sports, health,
entertainment, and education being the main theme. The project will also lease out facility space to various tenants that fit into the master planned design.

The Proposed project will encompass a total of 133,754 square feet comprising the main floor at 123,700 sf and the upper floor with 8,580 sf. The three main areas are a sports field component, a fitness area and a family bowling/fun zone. The project proposes a total of 230 spaces onsite.

The southern and western edges have mostly non-native vegetation and a few redwoods. There is a small approximately ½ acre area along the entrance from Coffey Lane that was landscaped approximately 5 years ago with various native and non-native vegetation much of which is in marginal condition. In these new landscaped areas, the Project would incorporate low impact measures as called for in the City of Santa Rosa’s Standard Urban Stormwater Management Plan (SUSMP). The City’s SUSMP prioritizes the use of LID and the capture of small storm volume for infiltration on-site. The Project’s Preliminary Stormwater Management Plan incorporates the following LID measures into the Project design:

Santa Rosa Climate Action Plan Compliance (SRCAP)

The Sports City Project incorporates all of the following policy measures contained the SRCAP (listed by SRCAP policy). These include the following:

Policy 1.1.1 - Comply with CAL Green Tier 1 Standards: The project is designed to comply with State Energy requirements for Title 24, City of Santa Rosa’s Cal Green requirements and CAL Green Tier 1 Standards. Such standards have been incorporated into building placement, site development, building design and landscaping.

Policy 1.3.1 – Real time Energy Monitors: The project will include these to track energy use.

Policy 1.4.2 - Comply with the City’s Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020): Of the approximately 10 trees that will be removed, only 5 Redwood trees are considered Heritage Trees by the City’s Tree Preservation Ordinance. Tree replacement and mitigation for all remaining trees will be in accordance with the tree preservation and mitigation plan. (See Appendix D.)

Policy 1.4.3 – Provide public and private trees in compliance with the Zoning Code: New trees and plantings associated with development are shown on the Landscape Plan will be installed to be in compliance with the Santa Rosa Zoning Code and Santa Rosa Design Review Landscape Standards for planting private and public trees. A total of 10 trees will be removed as a result of new construction. To mitigate the loss of the trees replacement trees will be planted in accordance with the City of Santa Tree Preservation Ordinance (over 80 new trees will be planted).

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

Policy 2.1.3: Pre plumb for solar thermal or PV systems: The project is studying the options for solar and will pre-plumb and pre-wire for solar.

Policy 3.1.2 – Support Station Plans and Corridor Plans: The patrons of the facility, have and are, expected to continue to use all forms of public transit. The new SMART station is located approximately 2 mile from the site.

Policy 3.2.1 – Provide on-site service including ATMs: The project will provide an on-site ATM.

Policy 3.2.2 - Improve non-vehicular network to promote walking, biking: The project is a sports facility and by the nature of its use promotes walking and biking. Many patrons walk or bike to the facility. As
described in Policy 4.3.6, below, employees will be incentivized and rewarded for biking or walking to work. Walking and biking to the facility will be promoted to patrons.

**Policy 3.6.1.** Install calming features to improve ped/bike experience: The parking layout and landscaping is designed to promote and improve both the pedestrian and bicycle experience (see discussion under policy 4.3.6).

**Policy 4.1.2** Install bicycle parking consistent with regulations: In compliance with Santa Rosa’s regulations, the project includes installation of parking for 30 bikes; 8 long term and 22 short term spaces. Bike parking will be utilized by both employees and patrons.

**Policy 4.1.3** - Provide bike safety training: Employees will be trained in bicycle safety as part of the normal training.

**Policy 4.3.2** - Provide parking for car sharing: Designated car share parking spaces are part of the overall transportation management plan.

**Policy 4.3.5** - Consider expanding employee programs promoting transit use: Sports City will provide incentives to employees who regularly ride public transit (part of the overall transportation management plan).

**Policy 4.3.6** - Consider expanding employee programs promoting transit use: Sports City will provide incentives and rewards employees who ride share, bike or use transit to work (part of the overall transportation management plan).

**Policy 6.1.4** - Increase diversion of construction waste: The contractor will divert all possible construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

**Policy 7.1.1** - Reduce potable water for outdoor landscaping: As shown on the plan, project landscaping will utilize low water use native plants. Landscape irrigation utilizes drip systems using a smart controller.

**Policy 7.1.3** - Install Real time water meters: A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and real time metering will be shown on final landscaping and irrigation plans.

**Policy 7.3.2** - Install dual plumbing in areas of future recycled water: If determined to be an area for possible future recycled water, dual plumbing will be installed.

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

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

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

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

The Project would require Design Review approval by the Santa Rosa Design Review Board and a Minor Conditional Use Permit to be approved by the Zoning Administrator. The Project would make building renovations and building and grading permits will be required from the City. Review by the City’s Waterways Advisory Committee and the Sonoma County Water Agency was part of the process. No state or regional agency review is required.

Environmental Issues:

The proposed project would not result in potentially significant impacts. The Initial Study/Mitigated Negative Declaration 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). Furthermore, the Initial Study/Mitigated Negative Declaration will serve as the environmental compliance document required under CEQA for any subsequent phases of the project and for permits/approvals required by a responsible agency.

A 20-day (thirty-day) public review period shall commence on **March 27, 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 **April 16, 2014**. The City of Santa Rosa Design Review Board will hold a public meeting on the Initial Study/Mitigated Negative Declaration and project merits on **April 17, 2014**, at or after 10:30 a.m. in Room 7, City Hall, 100 Santa Rosa Avenue, Santa Rosa. Correspondence and comments can be delivered to Bill Rose, Senior Planner, phone: (707) 543-3253, email: WRose@srcity.org
ENVIRONMENTAL CHECKLIST

1. Project Title: Coffey Lane Sports Facility Project

2. Lead Agency Name & Address: City of Santa Rosa
   Community Development Department
   Planning Division
   100 Santa Rosa Avenue
   Santa Rosa, California 95404

3. Contact Person & Phone Number: Bill Rose, Senior Planner
   Phone number: (707) 543-3253
   E-mail: WRose@ssrcity.org

4. Project Location: The site is located in the City of Santa Rosa, Sonoma County, California at 3215/3219 Coffey Lane, Assessor’s Parcel Nos. 015-400-016 and 015-370-053.

5. Project Sponsor’s Name & Address: Project Sponsor:
   Andrew Rowley
   Sports City, Inc.
   5236 Pressly Road, Santa Rosa, CA 95404

   Sponsor’s Representative:
   Karen Pregler
   AXIA Architects
   250 D Street, Suite 210, Santa Rosa, CA 95404

6. General Plan Designation: Light Industry

7. Zoning: IL: Light Industrial

8. Description of Project:

   The focus of this project is an adaptive reuse of an existing 118,000 sf wine storage facility into an active family oriented sports and recreation facility. This project is will provide recreational activities including indoor soccer, bowling, family entertainment facilities, and food/beverage service. See Figures 1 and 2.

   The project is envisioned to include food and beverage service as accessory space to support many of the tenants. Alcoholic beverages will be offered with food service in accordance with Section 20-70.020 of the City of Santa Rosa Zoning Code. A centralized kitchen will support most of the food service. Most tenants will have separate exterior entry points in addition to the internal circulation confections allowing users to visit multiple tenants. See Figure 3.

   The site is an approximately 5.91 acre parcel which currently houses a wine storage facility. It is accessible from both Coffey Lane and Piner Roads. The project site is located at 3215/3219 Coffey Lane, Santa Rosa, on the south side of Piner Road just west of intersection with Coffey Lane. The SMART tracks are located adjacent to the site along the western boundary.

   Industrial and commercial uses surround the northern, eastern and southern parcels. A multi-family residential complex is located to the west, separated from the existing facility by the railroad tracks and the apartment complex’s parking area.
The Project proponent proposes leasing an existing facility and making tenant improvements to the interior and exterior. The Project proposes conversion of an existing wine storage warehouse into a sports and family recreation facility. The project will be a mixed use "Village" concept, with sports, health, entertainment, and education being the main theme. The project will also lease out facility space to various tenants that fit into the master planned design.

The following breakdown describes the various components of the master plan for the 133,754 square foot sports facility.

<table>
<thead>
<tr>
<th>Sports Fields</th>
<th>76,840</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soccer Fields (All 4 Fields)</td>
<td>55,970</td>
</tr>
<tr>
<td>Men’s Restroom/Locker Room</td>
<td>990</td>
</tr>
<tr>
<td>Women’s Restroom/Locker Room</td>
<td>1,050</td>
</tr>
<tr>
<td>Pro Shop</td>
<td>1,560</td>
</tr>
<tr>
<td>Soccer Administration</td>
<td>3,590</td>
</tr>
<tr>
<td>Sports Performance</td>
<td>4,890</td>
</tr>
<tr>
<td>Aggregate Building Service Areas</td>
<td>430</td>
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<tr>
<td>Sports Court</td>
<td>6,660</td>
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<tr>
<td>Soccer Café</td>
<td>1,700</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Fitness (previously Sports Performance)</th>
<th>4,980</th>
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</thead>
<tbody>
<tr>
<td>Weights</td>
<td>3,340</td>
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<tr>
<td>Aerobics</td>
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</table>

<table>
<thead>
<tr>
<th>Family Entertainment Area</th>
<th>51,934</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kitchen</td>
<td>1,980</td>
</tr>
<tr>
<td>F.E.C. Area</td>
<td>23,550</td>
</tr>
<tr>
<td>F.E.C. Café</td>
<td>2,410</td>
</tr>
<tr>
<td>Bowling Lounge</td>
<td>6,884</td>
</tr>
<tr>
<td>Bowling Lanes</td>
<td>14,940</td>
</tr>
<tr>
<td>F.E.C. Administration</td>
<td>2,170</td>
</tr>
</tbody>
</table>

The three main areas are generally described below.

➤Sports Fields

Indoor Soccer, Lacrosse, Flag Football and other sports will be played through leagues and rentals, along with the Lil Kickers child development program on the four fields and a sports court. The Joe Bulluzzo Shoe bank and soccer retail area, restrooms/lockers and administration offices round out the sports field area.

➤Fitness Area

Sports training, fitness & athletic wellness for individuals and teams will be available to the members of Sports City and the general public including core strength and conditioning classes, injury prevention, sports medicine, injury rehabilitation and nutrition services. There will be a dedicated two story space for the core activities along with a 2 lane running track for speed training and a 90’x70’ +/- agility training field that will also be shared with the GOALS foundation.

➤Family Bowling & Fun Zone

The family bowling center will feature 16 state of the art lanes, each with their own large TV drop down screen above each lane and includes a four lane private bowling suite with a dedicated banquet room.
Included is a bowling lounge area for adults that will include food and beverage service and adult games and TV sports viewing.

The fun zone component will be used as a central ancillary area for children to play while their parents and/or siblings participate in sports fields and/or bowling center areas. The Fun Zone area includes a café that overlooks the playing fields as well as the interactive games and attraction area for children of all ages. Included are likely to be a variety of competitive and educational games: a two-story black light ropes course, laser tag, clip & climb adventure zone, "Ballocity" soft play structure, inflatables and even a dedicated mom's play area for younger children.

As described by the design team, the design approach is rooted in transforming a concrete tilt up warehouse building into a family oriented center of energy and excitement with simple gestures. With limited penetrations of the concrete tilt up walls available, the design focuses on utilizing those penetrations on the east and north sides of the building where most pedestrian and vehicular activity will occur. The design takes advantage of an existing loading dock on the east side to provide additional glazing to create a more welcoming façade. The sense of interior activity is conveyed through the glazed openings. The user is intended to feel the sense of energy approaching the building, entering through a stadium-like chute, and feeling the interior excitement explode in front of them coming out of the chute. The interior spaces continue with references and themes grounded in athletics, nature, activity, and textural celebrations.

Parking

The project proposes a total of 230 spaces onsite. The City of Santa Rosa Zoning Code requires a total of 307 spaces. As indicated in the Traffic Impact Study (Appendix B), the parking analysis completed shows that due to carpooling and the temporary variance of parking demand for each land use, a 25% deduction may be applied to the City’s parking requirements. This results in a parking demand of 230 spaces, which would be satisfied by the proposed supply of 230 spaces. The project will also meet the bicycle parking requirements of the City of Santa Rosa by providing a total of 30 bicycle parking spaces. Short term parking for 22 bicycles will be provided near each of the 3 primary building entrances and long term parking for 8 bicycles will be provided inside the building.

Only minor improvements are proposed to the Piner Road frontage or the Coffey Lane entrance.

Landscaping and Drainage

The 5.9 acre site has been entirely developed to allow for large truck access and parking. The southern and western edges have mostly non-native vegetation and a few redwoods. There is a small approximately ¾ acre area along the entrance from Coffey Lane that was landscaped approximately 5 years ago with various native and non-native. This area would be redesigned to provide for healthier landscaping and replacement of native trees. Figure 3 shows the landscaping plan.

In these new landscaped areas the Project would incorporate low impact measures as called for in the City of Santa Rosa’s Standard Urban Stormwater Management Plan (SUSMP). The City’s SUSMP prioritizes the use of LID and the capture of small storm volume for infiltration on-site. The Project’s Preliminary Stormwater Management Plan incorporates the following LID measures into the Project design:

- vegetated swales;
- bioretention "rain gardens"; and
- inlet filters
The Project is adjacent (to the south) to a channelized creek. The Santa Rosa City Wide Creek Master Plan\footnote{Adopted in 2007 and updated in 2013.} describes this section of Piner Creek as a Sonoma County Water Agency (SCWA) owned modified natural channel with a closed access road. The section of creek is located in the reach between end points 106 and 107.

Green Technologies

The green technologies and design components to be integrated into the Project are summarized in Table 1-1.

Table 1-1. Green Technologies and Design Components

<table>
<thead>
<tr>
<th>Energy Efficiency</th>
<th>Lighting</th>
<th>Plumbing</th>
<th>Construction Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy Efficient Heating and Cooling</td>
<td>Lighting Controls</td>
<td>Low Flow Faucets</td>
<td>Construction Waste</td>
</tr>
<tr>
<td>Energy Efficient Sales</td>
<td>Energy Efficient Lighting</td>
<td>Low Flow Plumbing Fixtures</td>
<td>Recycling</td>
</tr>
<tr>
<td>Floor Lighting</td>
<td>Increased Insulation</td>
<td>Metered Plumbing Fixtures</td>
<td>Recycled Construction Materials</td>
</tr>
</tbody>
</table>

Additionally, the Sports City Project incorporates all of the following policy measures contained the Santa Rosa Climate Action Plan. These include the following:

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

**Policy 1.3.1 - Real time Energy Monitors**: The project will include these to track energy use.

**Policy 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020)**: Of the approximately 10 trees that will be removed, only 5 Redwood trees are considered Heritage Trees by the City's Tree Preservation Ordinance. Tree replacement and mitigation for all remaining trees will be in accordance with the tree preservation and mitigation plan (see Appendix D).

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**Policy 3.1.2 - Support Station Plans and Corridor Plans**: The patrons of the facility, have and are, expected to continue to use all forms of public transit. The new SMART station is located approximately 2 mile from the site.
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Policy 3.2.2 - Improve non-vehicular network to promote walking, biking: The project is a sports facility and by the nature of its use promotes walking and biking. Many patrons walk or bike to the facility. As described in Policy 4.3.6, below, employees will be incentivized and rewarded for biking or walking to work. Walking and biking to the facility will be promoted to patrons.

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Policy 7.1.3 - Install Real time water meters: A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and real time metering will be shown on final landscaping and irrigation plans.

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

Policy 9.2.2 - Maintain construction equipment per manufacturer's specifications: The developer will condition contractor agreements to provide for that all equipment used at the site to be maintained in accordance with the manufacturer’s instructions.
Policy 9.2.3 – Limit Green House Gas (GHG) construction equipment by using electrified equipment or alternate fuel: The developer will include provisions in contractor agreements encouraging the use of electrified equipment or equipment using alternative fuels.

Construction & Operation

Construction would take approximately 5 months, including minor on-site demolition, grading and building upgrades. Construction would be anticipated to begin in July 2014 and continue through October 2014. External construction work would be limited to the hours of 7:00 AM to 7:00 PM, Monday-Friday and 8:00 AM to 6:00 PM on Saturdays or as allowed by the City’s Municipal Code Section 17-16.030.

The minor demolition would be performed in a manner to minimize traffic disturbance and utility disruption. Demolition would generate construction waste, including concrete from footings and floor slabs, asphalt/concrete from the parking lot, and other miscellaneous construction and demolition debris. Demolition waste diversion would mostly be recycled as required by the City and/or Cal Green requirements.

The workforce for the proposed project would consist of approximately 50 employees (of which 25 will be transferring from the existing Sports City operation a few blocks away).

Mechanical equipment that could result in operational noise would include rooftop air-conditioning units, rooftop cooling and heating units for the market area, rooftop condenser units, and a trash compactor adjacent to the trash enclosure at the south end of the building. Emergency power would be provided.

The following standard controls will be included in the project and memorialized as conditions of project approval:

- Construction or demolition work shall be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays. No construction will occur on Sundays or holidays.
- All powered construction equipment would be equipped with intake and exhaust mufflers recommended by the manufacturers. All mufflers shall be maintained in good condition or replaced as necessary.
- Pavement breakers and jackhammers would also be equipped with acoustical attenuating shields or shrouds recommended by the manufacturers.
- Stationary noise generating equipment would be located as far as possible from adjacent sensitive land uses.
- The applicant would designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem.

9. Other Public Agencies Whose Approval is Required:
The Project would require Design Review approval by the Santa Rosa Design Review Board and a Minor Conditional Use Permit to be approved by the Zoning Administrator. The Project would make building renovations and building and grading permits will be required from the City. Review by the City’s Waterways Advisory Committee and the Sonoma County Water Agency has been part of the process. No state or regional agency review is required.
10. Exhibits
   1. Vicinity Map
   2. Site Plan
   3. Landscape Plan
   4. Tenant Improvements Main Floor
   5. Tenant Improvements Upper Floor
   6. Elevations

Appendix A: Mitigation Monitoring and Reporting Program
Appendix B: Traffic Study
Appendix C: Climate Action Plan Checklist
Appendix D: Tree Replacement Calculation
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist for additional information.

☐ Aesthetics  ☑ Biological Resources  ☑ Agriculture & Forestry  ☑ Air Quality
☐ Greenhouse Gas Emissions  ☑ Cultural Resources  ☐ Hazards & Hazardous Materials  ☐ Geology/Soils
☐ Land Use/Planning  ☐ Mineral Resources  ☐ Public Services  ☐ Hydrology/Water Quality
☐ Population/Housing  ☐ Utilities/Service Systems  ☐ Noise  ☐ Recreation
☑ Transportation/Traffic  ☐ Mandatory Findings of Significance

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 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: [Signature]
Printed Name: Bill Rose
Title: Senior Planner
Date: 3/27/14
I. AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?
   □ Potentially Significant Impact   □ Less-Than-Significant With Mitigation Incorporated   □ Less-Than-Significant Impact   □ No Impact
   □

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
   □ Potentially Significant Impact   □ Less-Than-Significant With Mitigation Incorporated   □ Less-Than-Significant Impact   □ No Impact
   □

c. Substantially degrade the existing visual character or quality of the site and its surroundings?
   □ Potentially Significant Impact   □ Less-Than-Significant With Mitigation Incorporated   □ Less-Than-Significant Impact   □ No Impact
   □

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
   □ Potentially Significant Impact   □ Less-Than-Significant With Mitigation Incorporated   □ Less-Than-Significant Impact   □ No Impact
   □

Discussion:

The approximately 5.91-acre project site is located in an urban setting near the intersection of Piner Road and Coffey Lane in Santa Rosa, Sonoma County, California. The site is located immediately east of the SMART tracks on a flat, developed parcel. The site is zoned light industrial and is completely developed with an existing wine storage facility, parking lot and mostly non-native landscaping.

The project proposes the conversion of an existing wine storage warehouse into a sports and recreation facility. The project will be a mixed use “Village” concept, with an integration of sports, health, entertainment and education.

The parking plan reflects anticipated loads for the proposed facility based on historical data for similar conditions at an existing facility several blocks away. Bicycle parking will be provided and bus transit is located nearby on Coffey Lane.

As a concrete storage building, there are modest opportunities to create interest and excitement in the building conversion. Within the existing loading dock structure, integrated into the glazed wall, is a continuous image prepared by a local graphic artist to represent the energy occurring within the building. The imagery is facing the parking lot, and intended to generate enthusiasm for the users as they walk towards the building entries.

The project is anticipated to house the Goals Foundation, a soccer activity and equipment supply program for underprivileged youth.

The project is envisioned to include food and beverage service as accessory space to support many of the tenants. It is anticipated that alcoholic beverages will be offered with food service in accordance with Section 20-70.020 of the City of Santa Rosa Zoning Code. A centralized kitchen will support most of the food service.
Most tenants will have separate exterior entry points in addition to the internal circulation connections allowing users to visit multiple tenants.

A path is located between the project and the SCWA flood control channel of Piner Creek and the Project site. The path is semi-paved and owned by the SCWA.

The project will incorporate Best Management Practices (BMPs) into the Storm Water Pollution Prevention Plan (SWPPP). Bioretention "rain gardens" and vegetated swales are proposed.

The project includes minor frontage improvements along Piner Road and Coffey Lane. Trees along Piner Road and a portion of the southern boundary will remain. New plantings call for 80± new trees.

I(a,b) No Impact. The project will have no effect on scenic vistas and resources because the project site is not located along a designated scenic corridor nor affect a scenic vista or other scenic resources (trees, rock outcroppings or historic buildings) related to a scenic highway as the site is not visible from any scenic highways. The Project will not conflict with any local policies or ordinances protecting scenic resources, policies or ordinances.

I(c) No Impact. The design is a contemporary transformation of a traditional industrial storage building. It is compatible with the neighboring industrial project. The building features limited penetration of the concrete wall on the north and east sides of the building. Within the area of the existing loading dock, additional glazing will be incorporated to provide for more natural lighting. The building will be finished with earth toned colors, smooth cement plaster in three complementary colors, metal canopies, aluminum glazing systems, and appropriately sized signage. The project proposes a modified version of orchard parking to achieve a more consistent and shaded environment. Landscaping shall consist of trees, shrubs and ground cover with consideration given to eventual size, form, susceptibility to disease and pests, durability, water consumption, solar orientation, and adaptability to soil and climate conditions. The plant palette includes oaks, hackberry, and other plantings to provide for seasonal accents and a variety of textures.

The proposed project meets the objectives of the City's Design Review Guidelines. The Design Review process will ensure that the final project architecture and design is consistent with existing development or enhances the visual character of the site. Design Review is required for the project. Final Design Review will be obtained prior to issuance of a building permit.

I(d) Less Than Significant Impact. The City of Santa Rosa Design Guidelines for Industrial Districts requires that all outdoor lighting fixtures be limited to a maximum height of 16 feet in parking lots. In addition, the City of Santa Rosa Zoning Code (Code) Section 20-30.080 requires that lighting fixtures be shielded or recessed to reduce light bleed to adjoining properties, and that each light fixture be directed downward and away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site. At the time of Final Design Review the project shall demonstrate that lighting has been designed to be adequate without spilling off the property to ensure compliance with City requirements. With these requirements in place, the proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. A standard condition of approval regarding exterior lighting requirements will be placed on the project. Conformance review shall occur at the building permit stage.

Sources:

- City of Santa Rosa Design Guidelines, September 2005 (updated in 2010, 2011)
II. AGRICULTURE AND FOREST RESOURCES

Would the project:

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?

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

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))?

d. Result in the loss of forest land or conversion of forest land to non-forest use?

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?

Discussion

The property is identified as “urban” in the California Department of Conservation Division of Land Resources Protection, Farmland Mapping and Monitoring Program. It is therefore not identified as being prime farmland, unique farmland, or farmland of statewide or local importance. The site is likely underlain by Wright loam, 0 to 9 percent slopes. These soils consist of a fine, silty, surface mantle that is typically 20 to 30 inches deep, lying over a nearly impermeable clay horizon. The site is surrounded by urban uses which are incompatible with most agricultural operations due to the need for spraying, dust, and noise related to tilling of farmland or orchards. The City of Santa Rosa has designated and zoned this site for industrial uses for several years. The site is developed with industrial buildings and associated parking. For the above reasons this impact to agricultural soils and potential agricultural uses is considered less than significant.
II(a,c,e) **No Impact.** The project site is located within Santa Rosa's Urban Growth Boundary, is not currently used for agricultural uses, and is zoned for industrial development. Adjacent properties are similarly designated and developed for industrial development and there are no existing agricultural uses in the immediate area. Therefore, the proposed project is expected to have no impact on conversion of farmland or existing agricultural uses.

I (b) **No Impact.** The project site is currently zoned for industrial uses which are not compatible with agricultural uses. The project site is not under a Williamson Act contract. Therefore, the proposed project would not conflict with existing agricultural zoning or Williamson Act contract for the property.

I (d) **No Impact.** The site is in an urban area and is entirely developed. Therefore the project would have no impact to forest resources.

**Sources**
- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009

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<th>Potentially Significant Impact</th>
<th>Less-Than-Significant With Mitigation Incorporation</th>
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<tr>
<td>a. Conflict with or obstruct implementation of the applicable air quality plan?</td>
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<td>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
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<td>c. Result in a cumulatively considerable net increase any criteria pollutant for which the project region is non – attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
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<td>d. Expose sensitive receptors to substantial pollutant concentrations?</td>
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<tr>
<td>e. Create objectionable odors affecting a substantial number of people?</td>
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**Discussion:**

**Significance Thresholds**

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under the California Environmental Quality ACT.
III(a-d) **Less Than Significant with Mitigation Incorporation.** The Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines (Guidelines) set forth criteria for determining a Project’s consistency with the Bay Area 2010 Clean Air Plan (BAAQMD 2011). Per the Guidelines, the BAAQMD considers the Project consistent with the Clean Air Plan if it: 1) can be concluded that a Project supports the primary goals of the Plan (by showing that the Project would not result in significant and unavoidable air quality impacts); 2) includes applicable control measures from the Plan, and; 3) does not disrupt or hinder implementation of any Plan control measure. The primary goals of the 2010 Clean Air Plan are to protect air quality, public health, and the climate. The Plan includes 55 “control measures” in five categories: stationary and area source; mobile source; transportation control; land use and local impact; and, energy and climate. These control measures are intended to:

- Reduce emissions and decrease ambient concentrations of harmful pollutants;
- Safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily impacted by air pollution; and,
- Reduce greenhouse gas (GHG) emissions to protect the climate. (See Section VII.)

The Project would re-occupy an existing 118,000 square foot individual building. While increasing the useable square footage by almost 16,000 square feet, much of that increase is contained within the interior of the building. Traffic associated with the current use at the Project site consists of large truck activity (approximately 822 truck trips/day).

As shown in the discussion presented in Impacts III(b,c,d,e) and VII(a,b) below, the Project would not result in a significant and unavoidable air quality impact, would not expose the community to greater health risks stemming from exposure to are pollutants, and would assist in reducing GHG emissions. Therefore, as the Project would be in support of the primary goals of the Clean Air Plan.

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM2.5) under both the federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM10) under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM10, the BAAQMD has established thresholds of significance for air pollutants. These thresholds are for ozone precursor pollutants (ROG and NOx), PM10 and PM2.5 and apply to both construction period and operational period impacts.

In their 2010 update to the CEQA Air Quality Guidelines, BAAQMD identified the size of land use projects that could result in significant air pollutant emissions. Since the project proposes to add only 16,000 sf to an existing building and on a 5.9 acre lot, it is concluded that emissions would be below the BAAQMD significance thresholds for both construction exhaust and operation emissions.

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2 On January 9, 2012, the Alameda County Superior Court ruled that the adoption of significance thresholds in the BAAQMD’s CEQA Air Quality Guidelines was a “project” under CEQA, invalidating the thresholds, and required the BAAQMD to conduct the requisite environmental review of the thresholds. This Air Quality section does not rely on any of the previously-adopted thresholds, and therefore is not affected by the court ruling. This ruling will be reviewed by the State Supreme Court during 2014.
Furthermore, the Project would renovate an existing building that is currently in use, and therefore, assumed to have limited operational emissions. Sports City would relocate all of their current activities to this site, but those emissions were not considered in this analysis. Construction emissions would be low, because the Project only involves renovation of existing buildings. Large equipment or diesel equipment operating for extended durations is not anticipated due to the minimal amount of proposed grading and building renovations. Thus, the Project would not result in project-specific impacts for any criteria pollutant and would not have a considerable contribution to cumulative criteria pollutant impacts.

The Project would generate a small amount of traffic (less than 150 trips during the busiest hour). Intersections affected by the Project would not experience cumulative traffic volumes greater than the BAAQMD screening criteria and, thus, would not cause a violation of an ambient air quality standard or have a considerable contribution to cumulative violations of these standards.

Operation of the Project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. Construction activity would generate minor dust and equipment exhaust over a temporary basis. Construction activity would likely not exceed current truck traffic associated with the wine storage operation. Additionally, construction emissions would be low because the Project only involves renovation of existing buildings. Large equipment or diesel equipment operating for extended durations is not anticipated.

The Project would incorporate best management practices throughout all aspects of the construction. However, exposure periods would be short, since there are no full-time receptors at the project site.

The Project would not result in project-specific impacts for any criteria pollutant and would not have a considerable contribution to cumulative criteria pollutant impacts after mitigation outlined below.

**III(e) Less Than Significant Impact.** The Project would generate localized emissions of diesel exhaust during equipment operation and truck activity. These emissions are not likely to be noticeable by adjacent receptors due to setbacks and the location of the construction activity. The Project would not generate odors that would be expected to result in odor complaints.

**Recommended Mitigation Measures:**

**Mitigation Measure AQ1:** The Applicant shall implement air quality protection measures recommended by the BAAQMD, including but not limited to those listed below, to reduce diesel particulate matter and PM$_{2.5}$ from construction operations to ensure that short-term health impacts are avoided:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Where possible, use newer, cleaner-burning diesel-powered construction equipment.
- Properly maintain construction equipment per manufacturer specifications.
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.
• 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 Disturbance Coordinator will be assigned to the Project at least for the full duration of demolition activities, grading, excavation, and building construction. This coordinator will ensure that all air quality mitigation measures are enforced. In addition, the Disturbance Coordinator will respond to complaints from the public regarding air quality issues (e.g., dust and odors) in a timely manner. The contact information for this Coordinator will be posted in plain view at the Project site. The Coordinator will also be responsible for notifying adjacent properties of the demolition schedules.

• Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. The Disturbance Coordinator shall ensure that emissions from all construction diesel powered equipment used on the Project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. Any equipment emitting dark smoke 3 minutes after start up is in violation of this measure.

• During renovation and demolition activities, removal or disturbance of any materials containing asbestos, lead paint or other hazardous pollutants will be conducted in accordance with BAAQMD rules and regulations or other regulatory requirements.

• Reduce combustion emissions during construction as required in the California Air Resources Board Off-Road Diesel Rule. The "no idling" rule for in-use off-road diesel-fueled vehicles limits idling for such vehicles to no more than five minutes. Signs shall be clearly posted at the construction sites indicating the idle times for construction-related equipment shall be minimized and noting that no diesel equipment shall idle for more than five minutes. Idling necessary to accomplish work for which a vehicle was designed (such as operating a crane) are exempt from the rule (see rule for additional exemptions).

Mitigation Measure AQ2: Prior to any demolition of buildings on the expansion area, the applicant shall coordinate with the Bay Area Quality Management District (BAAQMD) to arrange for an inspection of structures to be demolished and shall conduct a lead-based paint survey. If asbestos is detected in any structure, 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. If lead-based paint is identified, then federal and state construction worker health and safety regulations shall be followed during demolition activities. If loose or peeling lead-based paint is identified, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.

Sources:

• City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009
• BAAQCB Website and Significance Thresholds, 2010
• City of Santa Rosa Climate Action Plan, adopted June 2012
IV. BIOLOGICAL RESOURCES

Would the project:

<table>
<thead>
<tr>
<th>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</th>
<th>Potentially Significant Impact</th>
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<th>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant With Mitigation Incorporation</th>
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<th>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?</th>
<th>Potentially Significant Impact</th>
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<th>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?</th>
<th>Potentially Significant Impact</th>
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<th>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</th>
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<th>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?</th>
<th>Potentially Significant Impact</th>
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Discussion:

The Project site is a completely developed and disturbed site with a paved parking lot, buildings, and 64 landscape trees.

The Project site is urbanized. The site’s existing ornamental landscaping is highly managed and maintained in a busy parking lot and provides little, if any, potential habitat for special-status species.
Bats
Several bat species may forage in the greater Project area and roost in buildings or in trees, including the pallid bat (Antrozous pallidus), Townsend’s big-eared bat (Corynorhinus townsendii), western red bat (Lasiuscus blossevillii), long-eared myotis (Myotis evotis), long-legged myotis (M. volans), fringed myotis (M. thysanodes), and Yuma myotis (M. yumanensis). These species are former federal species of concern\(^3\) and/or California Species of Special Concern.

Birds
Vegetation at the Project site includes ornamental and some native trees, which can provide roosting and nesting habitat for raptors and other bird species protected under California Fish and Game Codes (Section 3503, Section 3503.5, and Section 3800) and under the Federal Migratory Bird Treaty Act (50 CFR 10.13).

IV(a)  Less Than Significant with Mitigation Incorporation. The Project site and its surroundings is a developed urban habitat primarily covered with impervious surfaces, including a warehouse and paved parking lots. Onsite vegetation is composed of ornamental trees, redwoods, some young oaks, and landscape vegetation in the site’s parking lots. The potential for special-status plant and wildlife species to occur at this site or in the area is considered minimal given the lack of habitat or proximity to active commercial urbanization.

Of the 71 trees on the Project site, 10 would be removed by the Project. Of the larger trees on the site, very few likely provide nesting habitat for resident and migratory birds protected by the Migratory Bird Treaty Act and California Fish and Game Code, primarily due to the truck traffic on site and in the area. However, on-site trees and the exterior eaves of existing buildings to be demolished could provide roosting habitat for bats. Nesting birds could be disturbed by construction noise or tree removal and roosting bats could be disturbed by tree or building removal.

IV(b,c) No Impact. The Project site is in an area urban development, primarily covered with impervious surfaces including buildings and paved parking lots. The Project site does not include riparian habitat or other sensitive natural communities, such as grasslands, wetlands (including marsh or vernal pools), or oak woodlands. Therefore, no impact to riparian habitat, federally protected wetlands, or other sensitive natural communities would occur.

IV(d) No Impact. While adjacent to a channelized waterway, the Project site is located in an urbanized area and does not include any onsite waterways or other sensitive natural communities, such as grasslands, wetlands, or riparian habitat that provide wildlife movement corridors. The waterway is separated by a paved path and chain link fencing. Therefore, the Project would not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Please refer to Impact IV(a) above regarding the potential impacts to nesting birds. No impact would occur to movement corridors.

IV(e) Less Than Significant Impact. The Santa Rosa General Plan 2035 contains numerous goals, policies and action items to protect biological resources. The policies include conserving wetlands and waterways so that there is no net loss of wetlands, conserving significant vegetation and trees, and ensuring construction adjacent to creek channels is sensitive to the natural environment. Specific policies relevant to the Project are listed below.

OSC-H Conserve significant vegetation and trees.

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\(^3\) Former Federal Species of Concern are species that were listed by the Sacramento FWS office until 2006, when they stopped maintaining their list. These species are still considered to be at-risk species by other federal and state agencies, as well as various organizations with recognized expertise such as the Audubon Society.
OSC-H-1  Preserve trees and other vegetation, including wildflowers, both as individual specimens and as parts of larger plant communities.

OSC-H-2  Preserve and regenerate native oak trees.

OSC-H-4  Require incorporation of native plants into landscape plans for new development, where appropriate and feasible, especially in areas adjacent to open space areas or along waterways.

The City of Santa Rosa's tree ordinance effectively applies to any woody plant having a diameter of four inches or more at branch height. It also identifies numerous trees, including heritage trees and street trees, which are protected by Santa Rosa City Code Chapter 17-24, Ordinance 2858. Reconfiguration of the existing parking lot, entries, and remodel of the wine storage warehouse would require the removal of ten (10) existing trees (see Appendix D for the tree replacement calculations). Many of these trees are very small redwoods, less than 4" in diameter; three are dying. The majority of the trees that would be removed have a breast height diameter ranging from 2 to 20 inches. The largest trees (redwoods) to be removed have a breast height diameter of approximately 21 inches. Five (5) of seventeen (17) redwoods on site (breast height diameters ranging from 4 to 10 inches) would be removed; one of the seven (7) plane trees along Piner Road will be removed. The plane trees are approximately 14 inches in diameter. The eight (8) myrtles along Piner Road are approximately 3" in diameter and will remain. According to the Project's landscape plan, eighty (80) to eighty-five (85) trees would be planted within the construction area to replace those removed to accommodate construction and sixteen (16) of these would be riparian compatible shade trees.

IV(f)  **Less Than Significant Impact.** The Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project will not conflict with the provisions of the Conservation Strategy. The Project is not covered by any adopted Habitat Conservation Plan, Natural Conservation Community Plans, or other approved local, regional, or state habitat conservation plans and, therefore, will not conflict with any such plan. While adjacent to a flood control channel the Project would not interfere with the movement of any native resident or migratory fish or wildlife species because the Project would not affect Santa Rosa Creek or other water body containing migratory fish.

Wildlife corridors are features that provide connectivity to other natural communities through otherwise inhospitable landscapes. In this case, Piner Creek could be considered a natural community. However, the SMART tracks and intervening commercial development could be considered major impediments to wildlife. It can be concluded the site is not used as a wildlife corridor. Both the Santa Rosa Waterways Committee and the Sonoma County Water Agency reviewed the project and found that the setbacks provided are adequate to protect Piner Creek.

**Recommended Mitigation Measures**

**BR-1: Avian Impacts to nesting Raptors and other Protected Birds.** If feasible, the Applicant shall remove trees only between the months of September and January in order to avoid the potential of encountering nesting birds. If tree removal or construction is scheduled to start between February 1 and August 31, a qualified biologist shall conduct preconstruction nesting surveys within 14 days of construction for nesting passerines (small songbirds) and raptores. Trees within a 200-foot radius shall be included in the surveys. If active nests are located in the work area, the qualified biologist shall establish an appropriately-sized buffer around the nest prior to tree removal and/or ground-breaking activities. No construction activity shall occur within the buffer area. To prevent encroachment, the established buffer(s) shall remain in effect until the young have fledged or the nest has been abandoned as confirmed by the qualified biologist.
BR-2: Bats. The Applicant shall ensure that a qualified bat biologist conduct a special-status bat assessment for the trees and building eaves proposed for removal as a result of the Project. The assessment shall occur at least 30 days and no more than 90 days prior to construction activities. If suitable bat habitat is found, a report shall be prepared to detail appropriate mitigation measures for each tree or building eave containing suitable potential or discovered roost habitat (e.g. cavities, crevices, bark or wood fissures, exfoliating bark). Tree and building eave removal shall be conducted in accordance with the report and under supervision of a qualified bat biologist only during the following seasonal periods of bat activity:

- August 31 through October 15, when young would be self-sufficiently volant (i.e., able to fly) and prior to hibernation; or
- March 1 to April 15, avoiding hibernating bats and prior to formation of maternity colonies.

Trees shall be removed in a two-phased removal system conducted over two consecutive days. The first day (in the afternoon), selected limbs and branches not containing cavities are to be removed using only chainsaws (no excavators, etc.). Limbs with cavities, crevices or deep bark fissures shall be avoided, and only branches or limbs without those features shall be removed. On the second day, the remainder of the tree may be removed, either using chainsaws or other equipment.

BR-3: Loss of Protected or Heritage Trees - In accordance with Santa Rosa City Code, Chapter 17-24, the alteration, removal or relocation, of heritage, protected, or street trees and shall comply with the mitigation ratio requirements for tree removal mandated by the City Code. To mitigate the loss of the trees replacement trees with be planted in accordance with the City of Santa Tree Preservation Ordinance.

- Install temporary protective fencing at the edge of the illustrated dripline or the edge of approved construction prior to grading the site. Maintain fencing in place for the duration of construction.
- Maintain the existing grade within the fenced portion of the dripline. Route drainage swales and underground work outside the dripline, where possible.
- Place a 4-inch layer of chipped bark mulch over the soil surface within the fenced dripline prior to installing temporary fencing. Suitable bark must contain bark “fires”. Maintain this layer of mulch throughout construction.
- Prune to clean and raise the canopy per International Society of Arboricultural pruning standards.
- Prune to remove ivy or wisteria.
- Prune to clear away from building footprint.

Sources:

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009
- Project Plans – Sheets, February, 2014, Color rendering
V. CULTURAL RESOURCES

Would the project?

a. Cause a substantial adverse change in the significance of a historic resource as defined in 15064.5?

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

d. Disturb any human remains, including those interred outside of formal cemeteries?

Discussion:

The project site is located on a fully developed urban site and the surrounding area is fully developed adjacent to the south by a channelized portion of Piner Creek and to the west by the SMART tracks. There are no known unique geological or paleontological features on the project site that would indicate the presence of cultural resources.

\(\gamma(a)\) **Less Than Significant Impact.** The site is not listed on any historical surveys, nor has it been associated with any known historical events. Based upon conversations with the current owner's representative, review of available aerial photographs, topographic maps, city directories, the site has been a developed parcel since the 1960s. The warehouse was originally constructed by CODING Enterprises to serve as a distribution facility presumably for agricultural commodities. Over the years the warehouse use has changed to one of wine storage. Major site renovations were completed in the 1990s and a new roof put on a part of the site in 2006. Adjacent uses include the SMART railroad tracks along the entire western side; Piner Road to the north, a City corporation yard and commercial facility (Overhead Door Company) to the east. The southern boundary is SCWA's Piner Creek channel.

\(\gamma(b,d)\) **Less Than Significant with Mitigation Incorporation.** Potential impacts to cultural resources are considered less than significant as the development will not disturb any soils not previously disturbed. Implementation of the mitigation measures below are anticipated to protect any subsurface features that might be discovered during construction.

\(\gamma(c)\) **Less Than Significant Impact.** No unique paleontological resources or unique geologic features are apparent on the project site. Accordingly, impacts are expected to be less than significant.

**Recommended Mitigation Measures:**

**CUL-1:** Archaeological monitoring shall be conducted during earth disturbing activities in the areas of impact. If archaeological remains are uncovered, work at the place of discovery should be halted.
immediately until a qualified archaeologist can evaluate the finds. Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

**CUL-2:** If human remains are encountered, all activities in the immediate vicinity of the "find and with an adequate buffer zone will be halted and, in accordance with California Health and Safety Code Section 7050.5, the County Coroner will be notified and permitted to assess the remains. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

**CUL-3:** A worker orientation program shall be conducted prior to and during construction activities. The program shall summarize relevant laws and regulations that protect cultural resources.

**Sources:**
- City of Santa Rosa 2035 General Plan, 2009 and Final EIR, 2009

### VI. GEOLOGY AND SOILS

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.  

<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>
<tbody>
<tr>
<td>X</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

ii) Strong seismic ground shaking?

<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>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>X</td>
<td>☐</td>
</tr>
</tbody>
</table>

iii) Seismic related ground failure, including liquefaction?

<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>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>X</td>
<td>☐</td>
</tr>
</tbody>
</table>
iv) Landslides?

b. Result in substantial soil erosion or the loss of topsoil?

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?

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?

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Discussion:

The Project site is situated near the center of the Santa Rosa Plain, one of numerous northwesterly trending structural features of the California Coast Range Geomorphic Province. Erosion from the surrounding hills of sedimentary and volcanic bedrock has produced generally flat-lying alluvial sediments hundreds of feet deep in the Santa Rosa area.

Santa Rosa is located within a seismically active area in California. The City is subject to geological hazards primarily related to earthquakes due to the presence of active faults. Most notably the City has a designated Alquist-Priolo Fault Zone extending through the City’s downtown area, the fault zone is designated over the faults known as Roger’s Creek Fault and the Healdsburg Fault. The City is also susceptible to the movement of the Bay Area’s other active faults including the San Andreas Fault. The development will require the application of City and California Building code (CBC) construction standards to address all potential impacts related to possible area seismic activity, making impacts from geologic hazards less than significant. The CBC requires earthquake resistant design and construction which reduces earthquake damages and losses.

The primary geologic hazard identified at the site is the potential for strong to very strong earthquake-induced ground shaking. Other hazards, as discussed below, are not considered significant at the site. A brief description of each geologic hazard and recommended mitigation measures are listed in the following sections.

Sub-Surface

The near surface profile is characterized by buried fluvial and overbank deposits of unconsolidated, moderately permeable fine sand, silt and clay deposited during the Holocene period (0-10,000 years ago). Below the 10-15 foot thick surface section, discontinuous clay layers interspersed with more permeable sandy layers form a series of stratified groundwater aquifers, with increased consolidation at greater depth.
VI(a) **Less Than Significant Impact.** The project site is a flat developed area with no evidence of any geologic activities such as faulting and landsliding, but is located in an area considered to be susceptible to violent ground shaking during an earthquake (General Plan, figure 12-3). All new construction, as well as the proposed change in building occupancy, will require the application of City and California Building Code (CBC) construction standards to address potential impacts related to possible seismic activity, making impacts from geologic hazards less-than-significant. The CBC requires earthquake resistant design and construction which reduces earthquake damages and losses. The site is flat and not near the foot of a slope eliminating the concern over impacts related to landslides.

VI(b) **Less Than Significant Impact.** As the site is primarily developed, and on-site improvements are relatively limited, the potential for soil erosion (or loss of topsoil) which may occur during project construction, is limited. Additionally, all areas proposed to be disturbed will be revegetated with landscaping as appropriate when the project is complete.

VI(c) **Less Than Significant Impact.** There are no known soils or geologic units that would become unstable as a result of the project.

VI(d) **Less Than Significant Impact.** The application of City and CBC construction standards will address any potential impacts related to the presence of expansive soils, making impacts from geologic hazards less than significant.

VI(e) **No Impact.** The soils in relation to septic system use are not of concern for this project, because the project is connected to City sewer systems for wastewater disposal, and therefore will not include use of a septic system.

Sources:
- City of Santa Rosa 2035 General Plan, 2009 and Final EIR, 2009
- U.S. Department of Agriculture, Natural Resource Conservation Service – Soil Survey

**VII. GREENHOUSE GAS EMISSIONS**

Would the project:

a. Generate Greenhouse Gas Emissions, either directly or indirectly, that may have a significant impact on the environment? □ □ X □

b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? □ □ X □

Discussion:

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) contribute to global warming or climate change. Principal GHGs contributing to global warming are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds. GHG emissions can be reduced to some degree by improved coordination of land use and
transportation planning on the city, county, and subregional levels, as well as by other measures to reduce automobile use. Energy conservation measures also can contribute to reductions in GHG emissions (BAAQMD 2011).

State of California

The State of California has set GHG reduction goals through the passage of Assembly Bill 32 (AB 32), the "Global Warming Solutions Act." AB 32 aims at reducing GHG emissions to 1990 levels by 2020. The Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines (Guidelines) have established GHG thresholds of significance in order to meet the goals of AB 32. The BAAQMD Guidelines contain the thresholds.

City of Santa Rosa

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 (now called ICLEI Local Governments for Sustainability). Since that time all eight Sonoma County municipalities and Sonoma County have become members. By becoming a member, local governments commit to completing five milestones: 1) conduct a GHG emissions analysis; 2) set a target for emissions reduction; 3) draft a local action plan for meeting the target; 4) implement the action plan; and 5) monitor and report on the progress (City of Santa Rosa 2002). The City adopted the Climate Action Plan in 2012.

As discussed above, a project that is in compliance with a Qualified GHG Reduction Strategy (such as the City of Santa Rosa’s) would be considered less than significant.

Operation & Construction Discussion:

The BAAQMD has established screening criteria to provide lead agencies with a conservative indication of whether a proposed project could result in significant GHG impacts during operations (i.e., occupancy). If the screening criteria are not exceeded by a proposed project, then the lead agency would not need to perform a detailed GHG assessment of its project’s GHG emissions, and the potential impact would be considered less than significant.

The operational screening criterion for GHG for a light industrial use is 121,000 sf. As summarized in the Project Description, no structures would be demolished. The Project site’s current footprint is 118,000 sf, less than the operational screening criteria. The overall occupied space will be 133,754 sf. However, there will be a reduction in vehicle miles travelled (VMT) for three reasons:

- When compared to a new use at this site all of the trips from the existing facility a few blocks from this site will shift to this location.
- VMT will be lower as the site will serve as a central location for many uses. Currently the Santa Rosa user population, comprising the largest users, travel out of town to Rohnert Park or even out of county for such sports as indoor soccer, bowling and family entertainment.
- The square footage devoted to the playing areas for indoor soccer is 40% of the total occupied space. Because it is a very low user per square footage, overall vehicle miles travelled will be lower than accounted for in the BAAQMD’s screening criteria.

Santa Rosa Climate Action Plan (SR CAP)

The Project would meet all of the City of Santa Rosa’s applicable Climate Action Plan (CAP) New Development Checklist criteria (listed by SR CAP policy). These include the following:

Policy 1.1.1 - Comply with CAL Green Tier 1 Standards: The project is designed to comply with State Energy requirements for Title 24, City of Santa Rosa’s Cal Green requirements and CAL Green Tier 1
Standards. Such standards have been incorporated into building placement, site development, building design and landscaping.

**Policy 1.3.1 – Real time Energy Monitors:** The project will include these to track energy use.

**Policy 1.4.2- Comply with the City’s Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020:** Of the approximately 10 trees that will be removed, only 5 Redwood trees are considered Heritage Trees by the City’s Tree Preservation Ordinance. Tree replacement and mitigation for all remaining trees will be in accordance with the tree preservation and mitigation plan.

**Policy 1.4.3 – Provide public and private trees in compliance with the Zoning Code:** New trees and plantings associated with development are shown on the Landscape Plan will be installed to be in compliance with the Santa Rosa Zoning Code and Santa Rosa Design Review Landscape Standards for planting private and public trees. A total of 10 trees will be removed as a result of new construction. To mitigate the loss of the trees replacement trees will be planted in accordance with the City of Santa Tree Preservation Ordinance (over 80 new trees will be planted).

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

**Policy 2.1.3 - Pre plumb for solar thermal or PV systems:** The project is studying the options for solar and will pre-plumb and pre-wire for solar.

**Policy 3.1.2 – Support Station Plans and Corridor Plans:** The patrons of the facility, have and are, expected to continue to use all forms of public transit. The new SMART station is located approximately 2 mile from the site.

**Policy 3.2.1 – Provide on-site service including ATMs:** The project will provide an on-site ATM.

**Policy 3.2.2 - Improve non-vehicular network to promote walking, biking:** The project is a sports facility and by the nature of its use promotes walking and biking. Many patrons walk or bike to the facility. As described in Policy 4.3.6, below, employees will be incentivized and rewarded for biking or walking to work. Walking and biking to the facility will be promoted to patrons.

**Policy 3.6.1. – Install calming features to improve ped/bike experience:** The parking layout and landscaping is designed to promote and improve both the pedestrian and bicycle experience (see discussion under policy 4.3.6).

**Policy 4.1.2 - Install bicycle parking consistent with regulations:** In compliance with Santa Rosa’s regulations, the project includes installation of parking for 30 bikes; 8 long term and 22 short term spaces. Bike parking will be utilized by both employees and patrons.

**Policy 4.1.3 – Provide bike safety training:** Employees will be trained in bicycle safety as part of the normal training.

**Policy 4.3.2 – Provide parking for car sharing:** Designated car share parking spaces are part of the overall transportation management plan.

**Policy 4.3.5 – Consider expanding employee programs promoting transit use:** Sports City will provide incentives to employees who regularly ride public transit (part of the overall transportation management plan).
Policy 4.3.6 – Consider expanding employee programs promoting transit use: Sports City will provide incentives and rewards employees who ride share, bike or use transit to work (part of the overall transportation management plan).

Policy 6.1.4 – Increase diversion of construction waste: The contractor will divert all possible construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes.

Policy 7.1.1 – Reduce potable water for outdoor landscaping: As shown on the plan, project landscaping will utilize low water use native plants. Landscape irrigation utilizes drip systems using a smart controller.

Policy 7.1.3 – Install Real time water meters: A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and real time metering will be shown on final landscaping and irrigation plans.

Policy 7.3.2 – Install dual plumbing in areas of future recycled water: If determined to be an area for possible future recycled water, dual plumbing will be installed.

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

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

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

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

In the context of GHG emissions, it is important to note that the sports facility is essentially a re-use tenant improvement project in an existing operational building. It would not be a greenfield site on the edge of a City boundary as many such projects are. The site is surrounded by a mix of uses including a substantial amount of industrial and commercial uses. The Project will serve as a transition to residential development to the west.

The existing building has very thick concrete walls that provide natural insulation. The interior temperatures were monitored for many years and building temperatures fluctuated from 55°F to 71°F year around (including the hottest/coldest days) without the use of any HVAC system. The building maintains temperatures through night cooling via ventilation. The Project has natural lighting from skylights.

Another way to evaluate the significance of the Project’s GHG emissions is to compare the Project’s annual emissions to the City’s overall emissions. Santa Rosa’s CAP indicates that GHG emissions for the City as a whole in baseline year 2007 were approximately 1,349,690 MT of CO2. Project operational emissions would be a negligible part of overall City GHG emissions (less than 1% of annual City emission in 2007). and therefore, GHG emissions during operation of the Project would not be a considerable contribution to the cumulative GHG impact.

General Plan Consistency

The project’s consistency with General Plan policies are discussed below.
Land Use and Livability

LUL-A: Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reductions citywide.

LUL-I-8: Encourage commercial properties to be retrofitted for energy efficiency and water conservation.

The Project would comply with LUL-A as users who now travel to several locations for a variety of sports and fitness would be able to carpool to one facility. Additionally, the Project would be located within the City’s Urban Growth Boundary in an existing industrial center, and would include integration of green technologies and design components for energy efficiency and water conservation, such as energy management systems, energy efficient heating, cooling, and lighting, efficient roofs, low flow sensor faucets, plumbing fixtures, and metered plumbing.

Urban Design

UD-A-12: Promote green building design and low impact development projects.

The Project would comply with the above urban design policy because it includes integration of green technologies and design components, such as energy management systems, energy efficient heating, cooling, and lighting, low volatile organic compound construction materials, and use of recycled content construction materials. The Project is exploring the potential for roof top solar.

Open Space and Conservation

OSC-H: Conserve significant vegetation and trees.

OSC-J-1: Review all new construction projects and require dust abatement actions as contained in the CEQA Handbook of the Bay Area Air Quality Management District.

OSC-KL: Reduce energy use in existing and new commercial, industrial, and public structures.

OSC-K-1: Promote the use of site planning, solar orientation, cool roofs, and landscaping to decrease summer cooling and winter heating needs. Encourage the use of recycled content construction materials.

OSC-K-2: Identify opportunities for decreasing energy use through installation of energy efficient lighting, reduced thermostat settings, and elimination of unnecessary lighting in public facilities.

As described in Section IV, Biological Resources, the City of Santa Rosa has numerous trees, including heritage trees and street trees, some of which are protected by Santa Rosa City Code Chapter 17-24, Ordinance 2858. Reconfiguration of the existing parking and construction of the new facade would require the removal of approximately 10 trees. Approximately 80 to 85 new trees would be planted, as shown on the Project’s Landscape Plan (see Figure 3). Compliance with the City’s Standard Measures would reduce potential conflicts with policy OSC-H by avoiding or replacing trees in accordance with the City’s tree ordinance standards. The Project would exceed this standard.

General Plan Policies OSC-KL, K-1, and K-2 address the goal of reducing energy use and using recycled content construction materials. The Project would comply with these policies as it would include integration of green technologies and design components, including energy efficiency systems, lighting, diversion of demolition waste, and use of recycled content construction materials.
Growth Management

GM-A-1: Contain urban development in the Santa Rosa area within the city’s Urban Growth Boundary.

The Project would comply with the above growth management policy because it would be located within the City’s Urban Growth Boundary.

Economic Vitality

EV-B: Facilitate the retention and expansion of existing businesses and provide sufficient land for business expansion and attraction of new employers that utilize the area’s existing labor pool.

The Project would comply with the above policy because it would allow the retention of an existing businesses as well allow for a re-use of an existing building along existing public transit corridors (SMART and City Bus).

VII(a) Less Than Significant Impact: Construction activities that would result in Project-related GHG emissions include exhaust emissions from a limited amount of construction activity. BAAQMD has not adopted a threshold for construction-related GHG emissions, but it does suggest determining whether construction GHG emissions would impede meeting AB 32 GHG reduction goals. Project emissions during construction would not be a considerable contribution to the cumulative GHG impact, given that construction would be temporary (approximately 5 months and mostly consist of indoor construction), and the size and nature of construction is minor as the Project is below the BAAQMD construction screening criteria for the additional 16,000 sf added by this project (see Section III, Air Quality). The impact of construction GHG emissions would be less than significant.

VII(h) Less Than Significant Impact. In June 2012, the City adopted the Climate Action Plan (CAP). Compliance with the CAP is evaluated above. There are over 150 policies and programs in the Santa Rosa General Plan that are considered to promote the reduction of greenhouse gas emissions. These policies cover 10 areas: land use and livability, urban design, housing, transportation, public services and facilities, open space and conservation, growth management, economic vitality, historic preservation, and noise and safety (a complete list is shown in the Greenhouse Gas Appendix of the General Plan). Taking into consideration the Project’s commitments to GHG reduction, re-use of the facility and easily accessible public transit adjacent to the site, the impact on GHG would be less than significant.

The following are additional elements of the proposal and would lessen the GHG emissions:

- The project site is located in an area served by public transit;
- The project site is close to higher density residential development and existing retail and commercial services;
- The eventual build-out of the site will incorporate design elements and other measures to reduce GHG emissions, as required by the City’s Green Building Ordinance and SRCAP

Sources:

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009
- BAAQMD CEQA Air Quality Guidelines, 2010
- City of Santa Rosa Climate Action Plan, 2012
VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ✗ |
| 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? | ☐ | ☐ | ✗ | ☐ |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ✗ | ☐ |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ✗ | ☐ |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ✗ | ☐ |
| 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? | ☐ | ☐ | ☐ | ✗ |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ✗ | ☐ | ☐ |
| 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 | ☐ | ☐ | ☐ | ✗ |
Discussion:

The site has been the subject of a Phase I Environmental Assessment prepared in 1999. In 1998 the State issued a clearance and removed the site from its active list (see discussion under VIII(d) below).

Based upon conversations with the current owner's representative, review of available aerial photographs, topographic maps, city directories, the site has been a developed parcel since the 1960s. The warehouse was originally constructed by Coddington Enterprises to serve as a distribution facility presumably for agricultural commodities. Over the years the warehouse use has changed to one of wine storage. Major site renovations were completed in the 1990s and a new roof put on a part of the site in 2006. Adjacent uses include the SMART railroad tracks along the entire western side; Piner Road to the north, a City corporation yard and commercial facility (Overhead Door Company) to the east. The southern boundary is SCWA's Piner Creek channel. Based on information discussed, the historic uses of the site pose a low potential for a potential impact to the Site subsurface.

During the site visit, no apparent hazardous materials, hazardous waste, monitoring wells, above ground storage tanks, underground storage tanks, sludge ponds, or hazardous conditions were noted. The general housekeeping conditions of the site were noted to be good.

VIII(a,b,c) Less Than Significant Impact. North Valley School, a private school, is located within ¼ mile from the site. Schaefer Charter School, a public elementary school, is located within ½ mile from the site. Although the project is within the ¼ mile of the site (that defines the CEQA standard for review), given that the project is a commercial use that has been cleared of hazardous materials, the potential for any impacts are remote. Additionally, the project is a sports and entertainment facility, a use not associated with hazardous materials. For this reason the potential for impact has been identified as not having a Less Than Significant Impact.

Project construction activities would include the use of hazardous materials such as fuels, lubricants, paints and solvents. Routine transport of hazardous materials to and from the Project site could result in an incremental increase in the potential for accidents. However, Caltrans and the CHP regulate the transportation of hazardous materials and wastes, including container types and packaging requirements, as well as licensing and training for truck operators, chemical handlers, and hazardous waste haulers. Because contractors would be required to comply with existing and future hazardous materials laws and regulations covering the transport, use and disposal of hazardous materials, the impacts associated with the potential to create a significant hazard to schools within 0.25 mile of a school would be less than significant. Following construction, the Sports City complex would store small amounts of hazardous material components, but there would be no new stationary source of hazardous emissions or handling of acutely hazardous materials or waste, therefore, potential impacts would be less than significant.

VIII(d) Less Than Significant Impact. The Hazardous Waste and Substances Sites List (Cortese List) is a planning document used to comply with CEQA requirements for providing information about the location of hazardous materials release sites.

A search of the data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements was completed to determine if any known hazardous waste facilities exist on or adjacent to the Project site (EPA 2011). One hazardous materials case was recorded within the construction boundary. There are several environmental cases located
within 0.25 mile of the Project site. These environmental cases and their potential to affect soil and groundwater conditions in the Project area are summarized in Table VIII-1. Facilities that are permitted to use or store hazardous materials, but have not had a documented release, are not included in the table.

Table VIII-1. Hazardous Materials Sites within ¼ [1400] Mile of Project Site

<table>
<thead>
<tr>
<th>Environmental Case Name / Address</th>
<th>Approximate Distance from Project Site</th>
<th>Regulatory List</th>
<th>Status</th>
<th>Potential to Affect Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piner Creek Properties 1TSR192</td>
<td>Onsite</td>
<td>LUST</td>
<td>Waste oil/motor/hydraulic/lubricating oil contamination noted in aquifer used for drinking water supply. Cleanup was undertaken and the case closed as of 1/19/99</td>
<td>Low</td>
</tr>
<tr>
<td>Goodyear Tire 2450 Bluebell Drive Summit Electric 1TSR045</td>
<td>500± feet south of Project site</td>
<td>LUST</td>
<td>Closed as of 10/17/02</td>
<td>Low</td>
</tr>
<tr>
<td>Building Products Western 3187 Coffey Lane 1TSR082</td>
<td>400± feet east of Project site</td>
<td>LUST</td>
<td>Closed as of 1/13/93</td>
<td>Low</td>
</tr>
<tr>
<td>AB Specialties 2467 Bluebell Drive 1TSR251</td>
<td>300± feet southeast of Project site</td>
<td>LUST</td>
<td>Closed as of 12/16/94</td>
<td>Low</td>
</tr>
<tr>
<td>Janie Adams 2210 Bluebell Drive 1TSR276</td>
<td>800± feet southeast of Project site</td>
<td>LUST</td>
<td>Closed as of 3/30/99</td>
<td>Low</td>
</tr>
<tr>
<td>Santa Rosa Paper Company 2150 Bluebell Drive 1TSR035</td>
<td>700± feet southeast of Project site</td>
<td>Cortese</td>
<td>Closed as of 11/3/92</td>
<td>Low</td>
</tr>
<tr>
<td>Al Lewis Trucking 3059 Coffey Lane 1TSR297</td>
<td>800± feet southeast of Project site</td>
<td>LUST</td>
<td>Closed as of 5/14/12</td>
<td>Low</td>
</tr>
<tr>
<td>Floyd Wiggins 2120 Bluebell Drive 1TSR240</td>
<td>900± feet southeast of Project site</td>
<td>LUST</td>
<td>Closed as of 8/22/05</td>
<td>Low</td>
</tr>
</tbody>
</table>

VIII(e,f) **No Impact.** The project site is not near an airport or airstrip, is not located on a site listed on the Cortese list pursuant to Section 65962.5, and is not in or near wildlands.

The project has provided emergency access onto and around the site. The site will not interfere with any adopted emergency response or evacuation plan.

The Project site is located on urban land in zones designated as “Non-Fire Hazard” by the California Department of Forestry and Fire Protection (CAL FIRE 2008). Therefore, no wildland fire related impact would occur.

VII(g) **Less Than Significant with Mitigation Incorporation.** The City of Santa Rosa is under the County of Sonoma’s jurisdiction for the Department of Emergency Services. The Division of Emergency Management in the Department of Emergency Services is the lead agency for the
Sonoma Operational Area. The Sonoma Operational Area consists of nine incorporated cities (Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, and the Town of Windsor), Sonoma State University, the Sonoma County Junior College District, and other special districts within the county's geographical boundary. Construction at the project site would not interfere with an adopted emergency response or evacuation plan. However, there may be brief and intermittent disruptions to traffic during construction at the site. These minor disruptions would be monitored by flaggers who would clear the road for on-coming emergency vehicles. This impact is considered potentially significant; however, through the implementation of mitigation measure HAZ-1 referenced below, these impacts would be reduced to a less-than-significant level.

VII(h) No Impact. According to General Plan Section 12-7, the Project site is not located designated for Wildland Fire. Since the project is not located in one of the indicated areas, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Recommended Mitigation Measures:

HAZ-1: The applicant shall adopt standard traffic control procedures to minimize traffic congestion and traffic hazards. Construction flagging and signage, use of plates, and other safety measures shall be in conformance with Caltrans 2006 Manual of Uniform Traffic Control Devices. Other measures shall include:

- If temporary lane or street closures are required, the applicant shall contact emergency response providers (i.e., hospitals, police, fire, and ambulance) to determine if the streets impacted are considered primary routes.
- Where construction necessitates lane or street closures along emergency response routes, the applicant shall recommend and obtain approval of alternate routes or other means from the affected service providers, at a minimum of one week prior to construction.
- During construction, the applicant shall notify the service providers on a weekly basis of the timing, location, and duration of construction.
- The applicant shall maintain pedestrian and vehicular access to public facilities, businesses, and residences along the street during commute hours and shall minimize the closure of pedestrian and vehicular access at other times. Peak commute hours are between 7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM.

Sources:

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 200.
- Phase I Environmental Site Assessment Report, Santa Rosa, California, prepared by Levine-Fricke November, 1995
- Personal communication, Mark Pedroia, SRFD
- Personal communication, Craig Markey, property manager on-going 2014
## IX. HYDROLOGY AND WATER QUALITY

Would the project:

<table>
<thead>
<tr>
<th></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.</td>
<td>Violate any water quality standards or waste discharge requirements?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b.</td>
<td>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>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c.</td>
<td>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>d.</td>
<td>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>e.</td>
<td>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>f.</td>
<td>Otherwise substantially degrade water quality?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>g.</td>
<td>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>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>h.</td>
<td>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>i.</td>
<td>Expose people or structures to a significant risk of loss, injury or death involving flooding,</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>
including flooding as a result of the failure of a levee or dam?

j. Inundation by seiche, tsunami, or mudflow? □ □ □ X

Discussion:

**Water Supply:** To determine the water supply needs for the City of Santa Rosa's future development, the Utilities Department has calculated water demand and water supply projections. These projections are included in the City's 2005 Urban Water Management Plan and the Water Supply Assessment for the Santa Rosa General Plan 2035. To meet the current water supply needs, the City has an agreement for water supply with the Sonoma County Water Agency to receive up to 29,100 acre-feet per year of water. In addition, the City has two groundwater wells that can produce up to 2,300 acre-feet per year and the City is the owner and operator of the Subregional System, which produces recycled water for irrigation. To meet the needs of the City's General Plan growth projections, additional water sources beyond what the City has currently developed could be needed as early as 2015. To augment currently developed supply, the City will use water conservation, recycled water, additional groundwater (wells), and possibly additional supply from the Sonoma County Water Agency. At this time, there is adequate reliable water supply during most hydrologic conditions for both current users and future users as dictated by the City's growth management regulations.

The City has had a long-standing commitment to water conservation, resulting in savings of over 3,900 acre-feet per year. In 1976-77, the City began its water conservation program and over the years has implemented many innovative water conservation incentives, such as the Go Low Flow program (replaced over 47,000 high flow toilets, showerheads and faucet aerators with ultra-low flow versions), washing machine rebate programs, landscape irrigation rebate programs, and other residential and commercial programs. Development fees fund the City's Water Conservation Program. In addition, new development is required to install ultra-low flush toilets and low flow showerheads and faucet aerators, as well as water efficient landscapes.

**Water Quality:** Stormwater, or runoff generated from rain, that is not absorbed into the ground accumulates debris, chemicals and other polluting substances harmful to water quality. Polluted stormwater entering creeks is a concern because of its threat to public health and the plant and animal life that inhabit waterways. Additionally, rain runoff from developments may increase flow rates and durations that cause hydromodification in creeks contributing to loss of habitat and decreased aquatic biological diversity. In areas with known groundwater pollution, infiltration of stormwater may need to be avoided as it could contribute to the movement or dispersion of groundwater contamination.

Drainage from the Project site flows south into a channel identified in the City's Citywide Creek Master Plan as Piner Creek (Santa Rosa 2007, updated 2013). Piner Creek originates east of U.S. Highway 101 in Fountaingrove. There is one short stretch that is culverted with the remainder of Piner Creek contained within a SCWA channel. Piner Creek is a tributary to Santa Rosa Creek; and Santa Rosa Creek is a tributary to the Laguna de Santa Rosa, which ultimately flows to the Russian River. The Citywide Creek Master Plan recommends habitat enhancement throughout the various reaches of Piner Creek. At this reach the service road south of Piner Road (adjacent to the Project site) is not proposed to be opened to the public.

The area along the southern property line will be planted with 16 large riparian compatible trees. These trees, all oaks, will integrate into the overall vegetation management of the riparian corridor.
The Project is limiting the disturbance to this area near the channel. The main alterations are to make the Project viable in terms of parking, enhance water quality and maintain the channel's functionality.

The project will implement permanent storm water BMP's designed in accordance with the Storm Water LID Technical Design Manual to achieve volume capture and treatment requirements. Storm water runoff from the building and parking areas will primarily be treated by vegetated swales and rain gardens.

The project will install plumbing fixtures and fittings that will reduce the overall use of potable water within the building by 30%, comply with the City's Water Efficient Landscape Ordinance (WELO) to reduce potable water use for irrigation to less than 60% of ETc times the landscape area, and implement other water conserving measures in accordance with CALGreen + Tier 1 requirements.

IX(a,e,f)  
**Less Than Significant Impact.** The Project's Preliminary Standard Urban Storm Water Mitigation Plan (SUSMP) identifies permanent Storm Water Best Management Practices (BMP's) designed in accordance with the City of Santa Rosa and County of Sonoma Low Impact Development (LID) Technical Design Manual to achieve volume capture and treatment requirements.

Building permit applications for the remodel will include a Final Standard Urban Stormwater Mitigation Plan (SUSMP) utilizing Low Impact Development (LID) Best Management Practices (BMP's) and are to be prepared in accordance with the current City of Santa Rosa and County of Sonoma Low Impact Development (LID) Technical Design Manual to achieve volume capture and treatment requirements. Bioretention is the primary BMP utilized by the project and provides both volume capture and stormwater treatment that enhances downstream water quality by using soil and plant based filtration and infiltration. Stormwater volumes in excess of the volume capture goal of 100% of the runoff volume of the 85th percentile 24 hour storm event are collected in storm drains which drain into the existing storm drain outfall to Piner Creek. All private SUSMP structures will be located outside of Public Right of Way and Public Utility Easements. All SUSMP details and improvements will be included in the grading and drainage plans submitted for the development. The developer's engineer shall comply with all requirements of the City Standard Storm Water Mitigation Plan Guidelines using Low Impact Development (LID) Best Management Practices (BMPs). Final Plans shall address the stormwater quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.

IX(b)  
**Less Than Significant Impact.** As the project is consistent with the City's General Plan, the project's water demand has been addressed in the City's 2005 Urban Water Management Plan and Water Supply Assessment. The impacts are therefore considered less than significant after the implementation of the City's standard conservation measures are implemented. The Applicant shall submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council. Plans shall be submitted with the Building Permit application. Submit the following with the above mentioned plans: Maximum Applied Water Allowance and Hydrozone Table.

IX(c,d)  
**Less Than Significant Impact.** There is a flood control channel adjacent to the site which is not subject to flooding. The Project will alter on-site drainage by marginally increasing the area of impervious surfaces. However, this increase in runoff will be offset by incorporating BMP’s designed in accordance with the City of Santa Rosa and County of Sonoma Low Impact Development (LID) Technical Design Manual to achieve volume capture and treatment requirements which will control and minimize the potential for erosion, siltation, and flooding.
IX(g,h,i,j)

No Impact. The site is not located near a dam or levee, nor is it located within a flood plain. Therefore, there is no impact related to flooding as a result of a levee or dam failure.

Seiche and tsunamis are short duration, earthquake-generated water waves in large enclosed bodies of water and the open ocean, respectively. The extent and severity of a seiche would be dependent upon ground motions and fault offset from nearby active faults. The site is not located near the Pacific Ocean or large bodies of water. Therefore, the risk of seiche or tsunami damage at the site is low to non-existent.

Sources:
- Stormwater Mitigation Plan for the Sports City at Coffey Lane Project, dated October 25, 2013 prepared by Carlile-Macy
- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009
- Santa Rosa Citywide Creek Master Plan, March 27, 2007

<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>
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</table>

x. LAND USE & PLANNING

Would the project?

a. Physically divide an established community?

   □ □ □ X

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?

   □ □ □ X

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

   □ □ □ X

Discussion

X(a) No Impact. The Project would remodel an existing structure located entirely within a developed site that is surrounded by other development, with no major off-site improvements needed. The Project is in an area that is transitioning to more commercial uses. This Project will contribute to that transition and, therefore, the Project would not physically divide an established community.

X(b) No Impact. The Project is consistent with the existing Light Industrial General Plan designation and the light industrial zoning of the property. No impact would occur.
X(c) No Impact. No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans exists for the Project area. Therefore, no impact would occur.

Sources:
- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009
- City of Santa Rosa Zoning Code, 2006

<table>
<thead>
<tr>
<th>XI. MINERAL RESOURCES</th>
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<tbody>
<tr>
<td>Would the project:</td>
</tr>
<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>
</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>
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</table>

Discussion:
Neither the City of Santa Rosa’s General Plan nor the Surface Mining and Reclamation Act (SMARA) of 1975 identifies specific areas of mineral resources in the North San Francisco Bay Region including Santa Rosa. The project does not lie within one of the listed aggregate deposits in the SMARA report as shown on Santa Rosa Quadrangle.

XII(a-b) No Impact. The development of the project site will not create an adverse impact upon locally or regionally-significant resources as the site is fully developed. The City of Santa Rosa’s General Plan does not identify any locally important mineral resource locations in the vicinity of the proposed project.

Sources:
- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009

<table>
<thead>
<tr>
<th>XII. NOISE</th>
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</thead>
<tbody>
<tr>
<td>Would the project result in:</td>
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<tr>
<td>a. Exposure of persons to or generation of noise levels in excess of standards</td>
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</table>

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established in the local general plan or noise ordinance, or applicable standards of other agencies?

<table>
<thead>
<tr>
<th>b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant With Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
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<tr>
<th>c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without 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>
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<tr>
<th>d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without 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>
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<tr>
<th>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?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant With Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
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<td>X</td>
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</table>

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<thead>
<tr>
<th>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?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant With Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
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Discussion:

Regulatory Criteria

The City of Santa Rosa’s General Plan establishes noise and land use compatibility standards to evaluate a project’s compatibility with the noise environment. Commercial/industrial type land uses are considered “normally acceptable” in noise environments of 65 dBA DNL or less and are considered “conditionally acceptable” in noise environments between 67 dBA DNL and 77 dBA DNL.

The following goals and policies established in the Santa Rosa General Plan provide noise standards that are applicable to the proposed project:

Goal NS-B: Maintain an acceptable community noise level to protect the health and comfort of people living, working, and/or visiting in Santa Rosa, while maintaining a visually-appealing community.

Policy NS-B-3: Prevent new stationary and transportation noise sources from creating a nuisance in existing development. Use a comprehensive program of noise prevention through planning and mitigation, and consider noise impacts as a crucial factor in project approval.
Policy NS-B-4: Require new projects in the following categories to submit an acoustical study, prepared by a qualified acoustical consultant:
- All new projects that could generate noise whose impacts on other existing uses would be greater than those normally acceptable.

Policy NS-B-5: Pursue measures to reduce noise impacts primarily through site planning. Engineering solutions for noise mitigation, such as sound walls, are the least desirable alternatives.

Policy NS-B-6: Do not permit existing uses to generate new noises exceeding normally acceptable levels unless those noises are mitigated to acceptable levels.

Policy NS-B-14: Discourage new projects that have potential to create ambient noise levels more than 5 dBA DNL above existing background, within 250 feet of sensitive receptors.

Table XII-1 presents the ambient base noise levels established in the Municipal Code. Although the City Code does not define the acoustical time descriptor such as $L_{eq}$ (the average noise level) or $L_{max}$ (the maximum noise level) that is associated with the above limits, a reasonable interpretation of the City Code would identify the ambient base noise level criteria as an average noise level ($L_{eq}$). To comply with the Code, noise generated by the proposed project would need to be limited to 65 dBA $L_{eq}$ between the hours of 7:00 am and 10:00 pm, and 55 dBA $L_{eq}$ between the hours of 10:00 pm and 7:00 am at the adjacent multi-family residences.

### Table XII-1. City of Santa Rosa Municipal Code – Ambient Base Noise Levels

<table>
<thead>
<tr>
<th>Zone</th>
<th>Daytime Level (dBA)</th>
<th>Evening Level (dBA)</th>
<th>Nighttime Level (dBA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>55</td>
<td>50</td>
<td>45</td>
</tr>
<tr>
<td>Multi-family</td>
<td>55</td>
<td>55</td>
<td>50</td>
</tr>
<tr>
<td>Residential</td>
<td>60</td>
<td>60</td>
<td>55</td>
</tr>
<tr>
<td>Office and Commercial</td>
<td>65</td>
<td>65</td>
<td>55</td>
</tr>
<tr>
<td>Intensive Commercial</td>
<td>70</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>Industrial</td>
<td>70</td>
<td>70</td>
<td>70</td>
</tr>
</tbody>
</table>

Source: City of Santa Rosa, City of Santa Rosa Municipal Code 17-18.030, 1989

Existing Noise Environment and Sensitive Receptors

The Project site is located west of US Highway 101 in Santa Rosa, California. Piner Road forms the site's northernmost boundary, beyond which are Commercial/Industrial land uses. Commercial land uses are located east and south of the project site and the SMART rail is located west of the site.

The nearest adjacent residences to the Project site are the Bay Village Apartments, located at their closest point over 150 feet west of the smaller portion of the existing parking lot. The existing noise levels at the apartments and surrounding areas are primarily due to local and distant traffic and local residential noise sources were estimated with ambient noise levels of 57 to 58 dBA DNL, and intermittent maximum noise levels ranging from 65 to 85 $L_{max}$ during the daytime and 55 to 75 $L_{max}$ during the nighttime. The existing building shields most of the noise from the parking area. Other nearby receptors include offices associated with commercial and industrial buildings.

Project Information

The predominant operational noise sources associated with the proposed project would include additional parking lot activity. Existing truck deliveries and additional loading dock activities would cease. Additional rooftop mechanical equipment would be added.

The City of Santa Rosa does not have quantitative noise limits for construction activities. However, construction work would be limited to the hours of 7:00 AM to 7:00 PM, Monday-Friday and 8:00 AM to
6:00 PM on Saturdays or as allowed by the City’s Municipal Code Section 17-16.030; further, this will be memorialized as a condition of project approval. Any activity not in compliance with any provision of the Noise Ordinance will require a special condition permit.

XI(a) **Less Than Significant Impact.** The Sports City Project would develop a sports facility; renovating the existing wine storage facility on the approximate 5.91-acre site. Noise levels of 70 dBA DNL or less are considered “normally acceptable” for commercial areas. The nearest commercial building façade would be exposed to exterior noise levels of approximately 60 dBA DNL. Exterior noise levels would be considered “normally acceptable”.

Noise associated with the use of the parking lot would include noise sources such as vehicular circulation, car alarms, door slams, and human voices. However, current uses have louder noise as the site has mostly large truck traffic. The nearest residences are multi family, located to the west just over 150 feet from the nearest portion of the existing parking lot. The hourly equivalent noise level resulting from all of these noise-generating activities in a busy parking lot typically ranges from 40 dBA to 50 dBA L eq at a distance of 100 feet from the parking area. Therefore, since the residential uses are located more than 150 feet from the parking area and noise is also blocked by the existing building, noise from traffic will be a Less Than Significant Impact.

Rooftop mounted mechanical equipment would include heating, ventilating, and air conditioning equipment, as well as equipment used for refrigeration purposes. Operational noise levels from new rooftop equipment would result in noise levels of less than 2 dBA L eq at a height of five feet above the ground less than 50 to 51 dBA L eq at the nearest two-story residential apartment units.

XI(b) **Less Than Significant Impact.** Neither construction nor operation of the proposed project will result in perceptible ground borne vibration or ground borne noise. The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers) are used, however, such activity will be very limited during construction. Construction activities would include minor demolition of existing pavement and a portion of the loading dock, site preparation work, minor foundation work, and minor new building framing and finishing. The proposed project would not require pile driving, which can cause excessive vibration.

XI(c) **Less Than Significant Impact.** Traffic data for area roadways, provided by W-Trans Consulting Engineers, were reviewed.

The data indicate that estimated traffic volumes in the site vicinity would only slightly increase as a result of the proposed project. Traffic noise levels due to the proposed project are expected to increase existing traffic noise levels by 1 dBA DNL or less. This traffic noise increase would not be perceptible. The increase in traffic volumes attributable to the project would not substantially increase DNL noise levels along roadways serving the site, and the project would not result in a substantial permanent increase in noise.

XI(d) **Less Than Significant Impact.** The project will result in short-term noise impacts related to site grading and exterior construction activities. Construction noise levels will be substantially less when construction activities move indoors. However, because the noise increase attributable to project construction will be short-term and temporary, and the project will include the standard construction noise controls summarized below, impacts will be reduced to a less-than-significant level.

XI(e/f) **No Impact.** The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. Occasional aircraft overflights are intermittently audible at the site, but these infrequent events do not substantially contribute to hourly average or daily average noise levels at the site. The proposed project would not expose persons in the area to excessive aircraft noise.
The following standard controls will be included in the project and memorialized as conditions of project approval:

- Construction or demolition work shall be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays. No construction will occur on Sundays or holidays.
- All powered construction equipment would be equipped with intake and exhaust mufflers recommended by the manufacturers. All mufflers shall be maintained in good condition or replaced as necessary.
- Pavement breakers and jackhammers would also be equipped with acoustical attenuating shields or shrouds recommended by the manufacturers.
- Stationary noise generating equipment would be located as far as possible from adjacent sensitive land uses.
- The applicant would designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem.

Sources:

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009
- Traffic Impact Study for the Coffey Lane Sports Facility in the City of Santa Rosa, February 6, 2014

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<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Mitigation</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
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<tr>
<td>XIII. POPULATION AND HOUSING</td>
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Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Discussion:

XIII(a) **No Impact.** A project would be considered growth-inducing if it were to provide new housing, new employment, or expand existing infrastructure. The Project would not provide new housing or expand infrastructure. The Project, however, would provide employment. The workforce for
the proposed project would consist of approximately fifty (50) full-time equivalent employees, an increase of twenty (25) employees over those currently employed by sports facility. It is anticipated that the new jobs would not result in an in-migration of employees who will need to find housing within the Santa Rosa area. The unemployment rate was approximately 7.6 percent in 2012. Given the unemployment rate, there would be a sufficient labor pool in the area to fill the number of jobs that would be created by the Project. This new employment would not induce population growth.

XIII(b,c)

No Impact. The Project would replace an operational industrial space. It would not displace existing housing or people and would not require construction of replacement housing elsewhere. No impact would occur.

Sources:

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009

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<tr>
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</table>

XIV. PUBLIC SERVICES

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? ☐ ☐ ☒ ☐

Discussion:

XIV(a,b)

Less Than Significant Impact: Fire and police protection services would be provided by the City of Santa Rosa. The nearest fire station (Fire Station #3) is located 1 block away to the north on Coffey Lane. Other fire stations within 2± miles of the Project site are located to the south along Stony Point Road and east on Lewis Road respectively. Secondarily it is served by Stations #2, #11 and #5 in descending order. The Fire Department has reviewed plans for the
proposed project and imposed standard conditions of approval. Other standard conditions of approval will apply, including provision of a fire flow analysis to ensure adequate water pressure and flow rates.

The Project site is located within the Santa Rosa Police Beat 1 patrol area. The Project would result in no new structures. However, while there would be an increase in use compared to the area currently served, no additional fire or police personnel or equipment would be necessary to adequately serve the Project. No impact is expected.

XIV(c) **Less Than Significant Impact:** The Project site is located within the Santa Rosa School District. Pursuant to Senate Bill 50, the Applicant would be required to pay school impact fees at the nonresidential rate for new construction. These fees are established to offset potential impacts on school facilities. Payment of the fees mandated under Senate Bill 50 is prescribed by the statute, with payment of the fees deemed full and complete mitigation. This fee would be assessed when the Project’s building permit would be issued. Therefore, the Project would have no impact to area schools. Evidence showing payment of school impact fees from the applicable school district will be provided prior to City issuance of any building permits.

XIV(d,e) **Less Than Significant Impact:**
The Project is not residential in nature and would not require park acquisition or park development fees to be paid. The workforce for the proposed project would consist of fifty (50) full time employees, twenty-five (25) of which will be transferring from the existing location, which based on current unemployment rates, would not induce population growth that would result in a need for new parks or other facilities (refer to Impact XIII(a) above). No impact would occur.

**Sources:**
- Community Development Department’s Standard Conditions of Approval dated March 1, 2004
- Personal communications: Mark Pedroia, SRFD, January 2014
- Personal communications: Ray Navarro, SRPD, February 2014

<table>
<thead>
<tr>
<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>
</table>

**XV. RECREATION**

Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

**Discussion:**
XV(a,b) No impact: The Project is not residential in nature and would not require park acquisition or park development. The workforce for the proposed Sports Facility would consist of twenty-five (25) new full-time equivalent employees which, based on current level of employees, would not incue population growth that would result in a need for new parks (Impact XIII(a) above). Therefore, no impact to existing recreational resources would occur and no impact would occur from construction or expansion of new recreational facilities (and the Project is a recreational facility), as none would be needed for the Project.

Sources:

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009

XVI. TRANSPORTATION/TRAFFIC

Would the project:

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?

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?

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?

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e. Result in inadequate emergency access?

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant With Mitigation Incorporation</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>□</td>
<td>□</td>
<td>×</td>
<td>□</td>
</tr>
</tbody>
</table>
performance or safety of such facilities?

Discussion:

The following impact analyses are based on a Traffic Impact Study conducted specific to this Project by Whitlock & Weinberger Transportation, Inc. (W-Trans). It is included with this Initial Study as Appendix B.

XVI(a) **Less Than Significant Impact:** The City of Santa Rosa’s adopted Level of Service (LOS) Standard is contained in Santa Rosa General Plan 2035. Standard TD-1 states that the City will try to maintain a level of service (LOS) D or better along all major corridors. Exceptions to meeting this standard are allowed where attainment would result in significant environmental degradation; where topography or environmental impacts make the improvement impossible; or where attainment would ensure loss of an area’s unique character. The LOSs used in these analyses are defined in the Transportation Research Board’s 2000 Highway Capacity Manual and are summarized in Appendix B.

While a corridor level of service is applied by the City in its analysis of the entire City as part of the environmental documentation supporting the General Plan, this type of analysis only provides relevant data when performed on a much longer segment than the one included as the study area for the project. Therefore, although the City’s standard does not specify criteria for intersections, for the purposes of this study a minimum operation of LOS D for the overall operation of signalized intersections was applied.

**Existing Conditions**

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the p.m. peak period. This condition does not include project-generated traffic volumes. Volume data was collected for the City in January 2011 while local schools were in session.

**Intersection Levels of Service**

Under existing conditions, the study intersections are operating acceptably at Level of Service C. The existing traffic volumes are shown in Figure XVI-1. A summary of the intersection level of service calculations is contained in Table XVI-1, and copies of the Level of Service calculations are provided in Appendix B.

**Table XVI-1: Existing Peak Hour Intersection Levels of Service**

<table>
<thead>
<tr>
<th>Study Intersection</th>
<th>Existing Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Approach</strong></td>
<td>PM Peak</td>
</tr>
<tr>
<td></td>
<td>Delay</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>24.7</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>34.1</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS=Level of Service

**Baseline Conditions**

Baseline operating conditions were determined with traffic for approved projects added to the existing volumes. The City provided a list of approved projects that are "residential projects of five units or greater and commercial/industrial projects with over 5,000 square feet of floor area. Smaller projects and projects that are over 50% constructed are not included." For the purpose of
this analysis, the approved projects used are expected to generate additional traffic within the study area prior to occupancy of the proposed project.

- **Courtney Estates** – 47 single-family residential dwelling units and 10 multifamily residential dwelling units at 1549 Fulton Road
- **Fox Hollow** – 171 single-family residential dwelling units and 14 multifamily residential dwelling units at 1615 Fulton Road
- **Fulton Oaks** – 10 single-family residential dwelling units at 1530 Fulton Road
- **Kerry Ranch** – 95 single-family residential dwelling units and 41 residential second units at 2181, 2191 and 2193 Francisco Avenue
- **Lands of Furia** – 7 single-family residential dwelling units at 3364 Coffey Lane
- **Marlow Mews** – 11 single-family residential dwelling units at 3018 Marlow Road
- **Meadowrock Condos** – 104 condominium units at 1598 Becky Court
- **North Village** 2 – 112 single-family residential dwelling units at 2406 Fulton Road
- **O’Rourke Electric** – 25,500 square feet of light industrial use at 3300 Industrial Drive
- **Spring Brook** – 12 single-family residential dwelling units at 1552 Fulton Road
- **Steele Lane Cottages** – 6 single-family residential dwelling units at 2300 West Steele Lane
- **Tapestry** – 29 single-family residential dwelling units and 5 residential second units at 2245-2271 San Miguel Avenue
- **Wildflower** – 27 single-family residential dwelling units at 2321-2285 San Miguel Avenue
- **Children’s Museum of Sonoma County** – 174,000 square feet of museum use at 1835 West Steele Lane

Under Baseline conditions the intersections are expected to continue to operate acceptably at LOS D or better. These results are summarized in Table XVI-2, and Baseline volumes are shown in Figure XVI-1.

**Table XVI-2: Baseline Peak Hour Intersection Levels of Service**

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Baseline Conditions PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>25.5</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>35.2</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS=Level of Service

**Future Conditions**

Segment volumes for the horizon year of 2040 were obtained from the County of Sonoma’s gravity demand model and translated to turning movement volumes at each of the study intersections using the “Furness” method. The Furness method is an iterative process that employs existing turning movement data, existing link volumes and future link volumes to project likely future turning movement volumes at intersections.

Under the anticipated Future volumes, the study intersections are expected to continue operating acceptably at LOS D or better. Future volumes are shown summarized in Table XVI-3.
Table XVI-3: Future Peak Hour Intersection Levels of Service

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Future Conditions PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>26.4</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>45.6</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS=Level of Service

Trip Generation

Standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 9th Edition, 2012, for a Health/Fitness Club (Land Use #492) and Bowling Alley (Land Use #437) were applied to the sports performance center use and family entertainment area respectively.

Health/Fitness Club rates were applied to the 4,980 square feet of typical health club of the sports performance center while Bowling Alley rates were applied to the family entertainment area. Because the site is currently occupied by a wine packaging facility, the trip generation of the existing use was considered. Light Industrial (Land Use #110) rates were applied to the existing wine packaging facility.

Indoor Sports Facility

Consideration was given to the Health/Fitness Club land use for the indoor sports facility. However, these rates resulted in projected trip generations that were higher than would be expected from this specific facility based on past experience at an existing facility in Santa Rosa. The facility has a set number of games played by groups during the day, whereas a typical Health/Fitness Club would see more in/out use without a schedule. Therefore, the anticipated trip generation for the land use was estimated using rates derived from data collected by the applicant based on the operation of the existing Santa Rosa facility on Piner Road; data collected between December 2010 and August 2012 were used. On average, patrons of the existing facility stay on-site for a one-hour period. Parking counts were scaled to reflect the larger 76,840 square-foot facility (compared to the approximately 25,000 square-foot existing facility) with the average then converted to trip ends to generate rates that were applied to the 76,840 square-foot indoor sports facility. Data and analysis used to derive the rates are provided in Appendix B.

Shared Trips

The indoor sports facility and family entertainment areas are expected to share trips made by users of the facility. Generally, the indoor sports fields are anticipated to attract families. It is expected that the attached family entertainment area would be used by some family members while others are using the indoor sports facility. More vehicles will have multiple occupants arriving for games than would be typical for a Health/Fitness Club land use. A 15-percent reduction in trips was therefore applied to the indoor sports facility and family entertainment area to reflect the use of various facilities by family members arriving in the same vehicle.

Total Trip Generation

Based on application of these assumptions, the proposed project is expected to generate an average of 2,031 trips per day, including 190 trips during the p.m. peak hour. These results are summarized in Table XVI-4.
Table XVI-4: Trip Generation Summary

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Units</th>
<th>Daily Rate</th>
<th>Trips</th>
<th>PM Peak Hour Rate</th>
<th>Trips</th>
<th>In</th>
<th>Out</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Wine Packaging Facility</td>
<td>118 ksf</td>
<td>6.97</td>
<td>822</td>
<td>0.97</td>
<td>114</td>
<td>14</td>
<td>100</td>
</tr>
<tr>
<td>Proposed Indoor Sports Facility</td>
<td>76.84 ksf</td>
<td>15.85</td>
<td>1,218*</td>
<td>2.86</td>
<td>220*</td>
<td>110</td>
<td>110</td>
</tr>
<tr>
<td>Family Entertainment Area</td>
<td>51.93 ksf</td>
<td>33.33</td>
<td>1,731</td>
<td>1.51</td>
<td>78</td>
<td>48</td>
<td>30</td>
</tr>
<tr>
<td>Internal Capture</td>
<td>-15%</td>
<td>-260</td>
<td>-5</td>
<td>-12</td>
<td>-7</td>
<td>-5</td>
<td></td>
</tr>
<tr>
<td>Fitness Center</td>
<td>4.98 ksf</td>
<td>32.93</td>
<td>164</td>
<td>3.53</td>
<td>18</td>
<td>10</td>
<td>8</td>
</tr>
<tr>
<td><strong>Net New Primary Trips</strong></td>
<td></td>
<td><strong>2,031</strong></td>
<td><strong>190</strong></td>
<td><strong>147</strong></td>
<td><strong>43</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes: ksf=thousand square feet; *Trips were calculated based on the rate derived from data provided by the applicant for the existing facility in Santa Rosa.

Trip Distribution

The pattern used to allocate new project trips to the street network was determined based on the location of likely trip origins and destinations as well as knowledge of local travel trends near the project site. The applied distribution assumptions and resulting trips are shown in Table XVI-5.

Table XVI-5: Trip Distribution Assumptions

<table>
<thead>
<tr>
<th>Route</th>
<th>Percent</th>
<th>Daily Trips</th>
<th>PM Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coffey Ln (from/to the north)</td>
<td>15%</td>
<td>305</td>
<td>29</td>
</tr>
<tr>
<td>Coffey Ln (from/to the south)</td>
<td>10%</td>
<td>203</td>
<td>19</td>
</tr>
<tr>
<td>Marlow Rd (from/to the south)</td>
<td>5%</td>
<td>101</td>
<td>10</td>
</tr>
<tr>
<td>Piner Rd (from/to the west)</td>
<td>35%</td>
<td>711</td>
<td>66</td>
</tr>
<tr>
<td>Piner Rd (from/to the east)</td>
<td>35%</td>
<td>711</td>
<td>66</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>100%</td>
<td><strong>2,031</strong></td>
<td><strong>190</strong></td>
</tr>
</tbody>
</table>

Intersection Operation

**Existing plus Project Conditions**

Upon the addition of project-related traffic to the Existing volumes, the study intersections are expected to continue operating acceptably at LOS D or better. The results both without and with the project are summarized in Table XVI-6.

Table XVI-6: Existing and Existing plus Project Peak Hour Intersection Levels of Service

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Existing Conditions PM Peak</th>
<th>Existing plus Project PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
<td>Delay</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>24.7</td>
<td>C</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>34.1</td>
<td>C</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS=Level of Service

Finding: The study intersections are expected to continue operating acceptably at acceptable levels of service upon the addition of project-generated traffic to Existing traffic levels.
Baseline plus Project Conditions

With project-related traffic added to Baseline volumes, the study intersections are expected to operate acceptably at LOS D or better. These results are summarized in Table XVI-7.

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Existing Conditions PM Peak Delay</th>
<th>Existing Conditions PM Peak Delay</th>
<th>Existing plus Project PM Peak Delay</th>
<th>Existing plus Project PM Peak Delay</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Piner Rd/Mariow Rd</td>
<td>25.5</td>
<td>C</td>
<td>25.4</td>
<td>C</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>35.2</td>
<td>D</td>
<td>36.1</td>
<td>D</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS=Level of Service

Finding: Upon adding project-generated traffic to Baseline volumes, the study intersections are expected to continue operating acceptably at the same levels of service.

Future plus Project Conditions

Upon the addition of project-generated traffic to the anticipated Future volumes, the study intersections are expected to continue operating acceptably. The Future plus Project operating conditions are summarized in Table XVI-8.

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Existing Conditions PM Peak Delay</th>
<th>Existing Conditions PM Peak Delay</th>
<th>Existing plus Project PM Peak Delay</th>
<th>Existing plus Project PM Peak Delay</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Piner Rd/Mariow Rd</td>
<td>26.4</td>
<td>C</td>
<td>26.6</td>
<td>C</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>45.6</td>
<td>D</td>
<td>51.1</td>
<td>D</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS=Level of Service

Finding: The study intersections are expected to continue operating acceptably with project traffic added to Future volumes, at the same Levels of Service as without it.

XVI(b) Less Than Significant Impact. The Sonoma County Transportation Authority (SCTA) is designated as the Congestion Management Agency for Sonoma County. The four stated goals of the 2009 Transportation Plan are to maintain the system, relieve congestion, reduce emissions, and plan for safety and healthy. Based on the analysis provided above and in Section III, Air Quality, the Project would comply with these goals. Therefore, potential impacts are expected to be less than significant.

XVI(c) No Impact. The Project has no components that would result in a change in air traffic patterns as it is located more than 4 miles from an airport.

XVI(d) Less Than Significant with Mitigation Incorporation.

Site Access

The project site will be accessed via two driveways, with one located on Coffey Lane approximately 300 feet south of Piner Road and the other located on Piner Road approximately 450 feet west of Coffey Lane.
Sight Distance

At driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting to cross or enter the street and the driver of a vehicle approaching on that street. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed. Sight distance along Piner Road and Coffey Lane at the project driveways was evaluated based on sight distance criteria contained in the Highway Design Manual published by Caltrans. The recommended sight distances for driveways are based on stopping sight distance, which use the approach travel speeds as the basis for determining the recommended sight distance. Based on the posted speed limits in the vicinity of the project of 35 mph on Coffey Lane and 40 mph on Piner Road, the minimum stopping sight distances needed are 250 feet and 300 feet, respectively.

Sight distance at the Piner Road and Coffey Lane driveways was field measured. Sight lines at the Piner Road driveway do not meet the minimum requirement to the west but are sufficient to the east of the driveway. However, because drivers tend to pull forward when exiting a driveway, a distance of 7 feet (the distance from the hood to the driver’s eye) from the edge of travel way was used to assess sight lines along Piner Road. When using this distance rather than the standard 15 feet specified in the Highway Design Manual, sight lines to the west meet the 300-foot recommended sight distance. The fourth tree adjacent to the curb, located approximately 220 feet west of the Piner Road driveway, should be removed because it interferes with these sight lines. The Coffey Lane driveway has adequate sight distance to the north and south.

In order to maintain adequate sight lines for vehicles leaving the site, it is recommended that landscaping be trimmed such that tree canopies are at least seven feet above the ground; other landscaping should be limited to low-lying vegetation no greater than three feet in height. In addition, signs and monuments planned along the project’s frontage should be placed in a manner that does not obstruct sight distance at the project driveways.

Adequate sight distance is generally available. Some restrictions are recommended, resulting in a determination of a Less Than Significant impact after mitigation is applied.

XVI(e) Less Than Significant Impact. The Traffic Impact Study included in Appendix E indicates that the Project would result in minimal increases in average delay at intersections surrounding the site, so emergency response times would generally be increased by only a few seconds. There are no other changes contemplated as part of the Project that would affect emergency access. Therefore, the Project would have a less-than-significant impact on emergency access.

XVI(f) Less Than Significant with Mitigation Incorporation. Existing and planned transit, bicycle and pedestrian facilities in the study area are expected to provide appropriate access to the project site. However, project access would be via two driveways onto Jennings Avenue and one onto Range Avenue. Sight distances at the three proposed driveways are expected to exceed Caltrans minimum site distance requirements.

Parking

The proposed off-street parking supply is 230 spaces. Consideration was given to the City of Santa Rosa parking requirements per the City Code. The City parking requirements do not necessarily reflect the parking patterns of the proposed facility or take carpooling into consideration. The three uses see peak parking demands during the weekday and weekend at varying hours. Therefore, based on Section 20-36.050, a minor adjustment to the total parking requirement is required. The 25 percent deduction results in a total required parking of 230 spaces, which is equal to the proposed parking supply of 230 spaces.
Recommended Mitigation Measure:

**T-1: Sight Distance:** The following measures have been identified to improve sight distance: Landscaping shall be maintained such that foliage stays above seven feet and below three feet from the ground. Signs or monuments to be installed along the project frontage shall be placed so that sight distance is not obstructed at the project driveways. The Piner Road driveway shall be used for inbound traffic only. The fourth tree adjacent to the curb, located approximately 220 feet west of the Piner Road driveway, should be removed because it interferes with sight lines along Piner Road.

Sources:
- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009

### XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

<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>
<tbody>
<tr>
<td>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</td>
<td>❑</td>
<td>❑</td>
<td>✗</td>
</tr>
<tr>
<td>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?</td>
<td>❑</td>
<td>❑</td>
<td>✗</td>
</tr>
<tr>
<td>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?</td>
<td>❑</td>
<td>❑</td>
<td>✗</td>
</tr>
<tr>
<td>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td>❑</td>
<td>❑</td>
<td>✗</td>
</tr>
<tr>
<td>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?</td>
<td>❑</td>
<td>❑</td>
<td>✗</td>
</tr>
<tr>
<td>f. Be served by a landfill with sufficient permitted capacity to accommodate the</td>
<td>❑</td>
<td>❑</td>
<td>✗</td>
</tr>
</tbody>
</table>
project’s solid waste disposal needs?

<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>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
</tbody>
</table>

Discussion:

XVII(a-d)

**Less Than Significant Impact.** The project would connect to an existing commercial water account with the City of Santa Rosa.

The Project would be designed in accordance with the City’s SUSMP Guidelines, which aim to address the impact of development on storm water runoff volume using low impact development (LID) measures integrated into the overall site design. On-site LID measures proposed for the Project include vegetated swales, bioretention “rain gardens”, flow-through planters, and storm drain inlet filters. The physical disturbance of these facilities during construction has been addressed in Section IX, Hydrology and Water Quality.

The Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities. No impact would occur.

XVII(f,g)

**Less Than Significant Impact.** The City of Santa Rosa contracts with the North Bay Corporation to provide solid waste collection and recycling. The North Bay Corporation collects and transports commercial and solid waste to the Central Disposal Site Transfer Station at 500 Meacham Road north of Petaluma. Once at the transfer station, the solid waste is sorted and hauled to the following landfills: the Potrero Hills Landfill in Solano County (anticipated to be in operation until approximately 2030), the Redwood Sanitary Landfill in Marin County (anticipated to be in operation until approximately 2030), the Keller Canyon Landfill in Contra Costa County (anticipated to be in operation until approximately 2030) (Santa Rosa 2009b).

During construction, there would be a temporary increase in solid waste disposal needs associated with construction wastes. Construction wastes for the Project would include small amounts of solid waste from building renovation, as well as excess pavement, concrete, and soil associated with excavation and site grading. Both construction waste and operational solid waste could be accommodated by landfills located in the region. The impact from construction waste and commercial solid waste would be less than significant.

**Sources:**

- City of Santa Rosa 2035 General Plan, 2009, and Final EIR, 2009
- Information provided to Carlile-Macy by Gabe Osburn, City of Santa Rosa (January 17, 2014)
XVII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project?

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? ☑️ ☐ ☐ ☐ ☐

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)? ☐ ☐ ☑️ ☐ ☐

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☐ ☐ ☑️ ☐

Discussion:

XVII(a) Less Than Significant with Mitigation Incorporation. The site is a disturbed site containing an existing wine storage facility. The site is almost entirely paved. All potential impacts to biological resources are limited or can be mitigated to levels of less than significant. The site does not support wetlands or special status species. One potential impact relates to nesting birds and raptors. Mitigation measures are identified in Section IV(a) that will reduce the Project's impacts to less than significant. Cultural resources are unlikely, however, standard mitigation measures are prescribed which will ensure that any potential impacts to cultural resources related to construction are fully mitigated.

XVII(b) Less Than Significant with Mitigation Incorporation. The project does not have the potential to create impacts which are individually limited but cumulatively considerable. The environmental effects of the project are typical of industrial reuse developments and will all be mitigated through standard City construction standards and practices or, through mitigation measures contained in this Initial Study.

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 regulate traffic movement and require 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. All other
potentially cumulative impacts (air quality and traffic) are either less than significant or are mitigated such that they will not add to a cumulatively considerable impact.

Greenhouse gas impacts are not expected as the project is consistent with the City’s Climate Action Plan.

XVII(c) **Less Than Significant Impact:** The project does not present potentially significant impacts which may cause adverse impacts upon human beings, either directly or indirectly. The project will be conditioned to make City standard improvements with respect to construction noise impacts, roadways, storm drainage, public services and utilities. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards.
PROJECT SPONSOR’S INCORPORATION OF MITIGATION MEASURES

As the project sponsor or the authorized agent of the project sponsor, I, Andrew Rowley, Sports City Inc., undersigned, have reviewed the Initial Study for the Sports City Project 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.

[Signature]

Applicant or Authorized Agent

[Date]

MARCH 26, 2014
APPENDIX A

Mitigation Monitoring & Reporting Program
# MITIGATION MONITORING AND REPORTING PROGRAM

**Coffey Lane Sports Facility Project**

## III. AIR QUALITY

**A01**: The Applicant shall implement air quality protection measures recommended by the BAAQMD, including but not limited to those listed below, to reduce diesel particulate matter and PM2.5 from construction operations to ensure that short-term health impacts are avoided:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Where possible, use newer, cleaner-burning diesel-powered construction equipment.
- Properly maintain construction equipment per manufacturer specifications.
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.
- Limit traffic speeds on any unpaved roads to 15

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<th>Monitoring/Reporting Action &amp; Schedule</th>
<th>Non-Compliance Sanction/Activity</th>
<th>Monitoring Compliance Record (Name/Date)</th>
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<tr>
<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>Monitor during regularly scheduled inspections.</td>
<td>Deny issuance of building permit.</td>
<td>Stop construction until compliance.</td>
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Mitigation Monitoring and Reporting Program – Coffey Lane Sports Facility Project

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<td>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 Disturbance Coordinator will be assigned to the Project at least for the full duration of demolition activities, grading, excavation, and building construction. This coordinator will ensure that all air quality mitigation measures are enforced. In addition, the Disturbance Coordinator will respond to complaints from the public regarding air quality issues (e.g., dust and odors) in a timely manner. The contact information for this Coordinator will be posted in plain view at the Project site. The Coordinator will also be responsible for notifying adjacent properties of the demolition schedules.</td>
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<td>• Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. The Disturbance Coordinator shall ensure that emissions from all construction diesel powered equipment used on the Project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. Any equipment emitting dark smoke 3 minutes after start up is in violation of this measure.</td>
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<td>• During renovation and demolition activities, removal or disturbance of any materials containing asbestos, lead paint or other hazardous pollutants will be conducted in accordance with BAAQMD rules and regulations or other regulatory requirements.</td>
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<td>• Reduce combustion emissions during construction as required in the California Air Resources Board Off-Road Diesel Rule. The &quot;no idling&quot; rule for in-use off-road diesel-fueled vehicles limits idling for</td>
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<td>such vehicles to no more than five minutes. Signs shall be clearly posted at the</td>
<td>Incorporate into project design and construction documents</td>
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<td>Deny issuance of building permit</td>
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<td>construction sites indicating the idle times for construction-related equipment</td>
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<td>design and construction documents</td>
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<td>shall be minimized and noting that no diesel equipment shall idle for more than</td>
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<td>prior to issuance of building permit</td>
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<td>five minutes. Idling necessary to accomplish work for which a vehicle was designed</td>
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<td>Monitor during regularly scheduled</td>
<td>Stop construction until compliance</td>
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<td>(such as operating a crane) are exempt from the rule (see rule for additional</td>
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<td>inspections</td>
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<td>exemptions).</td>
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<td>AQ2: Prior to demolition of buildings on the expansion area, the applicant shall</td>
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<td>coordinate with the Bay Area Quality Management District (BAAQMD) to arrange for</td>
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<td>an inspection of structures to be demolished and shall conduct a lead-based paint</td>
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<td>survey. If asbestos is detected in any structure, the demolition and removal of</td>
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<td>asbestos-containing building materials shall be subject to applicable California</td>
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<td>Occupational Safety and Health Administration (CAL-OSHA) and BAAQMD Regulations,</td>
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<td>and the applicant shall obtain a Job Number from the BAAQMD. The applicant shall</td>
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<td>present the Job Number to the City Building Department and notify the BAAQMD at</td>
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<td>least 10 working days before demolition commences. If lead-based paint is</td>
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<td>identified, then federal and state construction worker health and safety regulations</td>
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<td>shall be followed during demolition activities. If loose or peeling lead-based</td>
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<td>paint is identified, it shall be removed by a qualified lead abatement contractor</td>
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<td>and disposed of in accordance with existing hazardous waste regulations.</td>
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**IV. BIOLOGICAL RESOURCES**

<p>| BR-1: Avian Impacts to nesting Raptors and other Protected Birds. If feasible, the | A qualified biologist will brief construction manager on how to recognize American Badger and nesting | Building Division/Planning Division | Verification of incorporation into design and construction documents prior to | Deny issuance of building permit | |
| Applicant shall remove trees only between the months of September and January in   |                                                                  |                           |                                        |                                 |                                        |
| order to avoid the potential of encountering nesting birds. If tree removal or     |                                                                  |                           |                                        |                                 |                                        |
| construction is scheduled to start between February 1                             |                                                                  |                           |                                        |                                 |                                        |</p>
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<tr>
<td>and August 31, a qualified biologist shall conduct preconstruction nesting surveys within 14 days of construction for nesting passerines (small songbirds) and raptors. Trees within a 200-foot radius shall be included in the surveys. If active nests are located in the work area, the qualified biologist shall establish an appropriately-sized buffer around the nest prior to tree removal and/or ground-breaking activities. No construction activity shall occur within the buffer area. To prevent encroachment, the established buffer(s) shall remain in effect until the young have fledged or the nest has been abandoned as confirmed by the qualified biologist.</td>
<td>A qualified biologist to conduct preconstruction survey if earth moving activities and construction is proposed to occur during the nesting season. If found buffer areas will be established around any nesting site.</td>
<td>Building Division/Planning Division</td>
<td>Verification of incorporation into design and construction documents prior to issuance of building permit</td>
<td>Monitor during regularly scheduled inspections</td>
<td>Deny issuance of building permit</td>
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<tr>
<td><strong>BR-2: Bats.</strong> The Applicant shall ensure that a qualified bat biologist conduct a special-status bat assessment for the trees and building eaves proposed for removal as a result of the Project. The assessment shall occur at least 30 days and no more than 90 days prior to construction activities. If suitable bat habitat is found, a report shall be prepared to detail appropriate mitigation measures for each tree or building eave containing suitable potential or discovered roost habitat (e.g. cavities, crevices, bark or wood fissures, exfoliating bark). Tree and building eave removal shall be conducted in accordance with the report and under supervision of a qualified bat biologist only during the following seasonal periods of bat activity:</td>
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<td>• August 31 through October 15, when young would be self-sufficiently volant (i.e., able to fly) and prior to hibernation; or</td>
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<td>• March 1 to April 15, avoiding hibernating bats and prior to formation of maternity colonies.</td>
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<td>Trees shall be removed in a two-phased removal system conducted over two consecutive days. The first day (in the afternoon), selected limbs and branches not containing cavities are to be removed using only chainsaws (no excavators, etc.). Limbs with cavities, crevices or deep bark fissures shall be avoided, and only branches or limbs without those features shall be removed. On the second day, the remainder of the tree may be removed, either using chainsaws or other equipment.</td>
<td>Trees that are not to be removed shall be clearly marked by the construction manager in consultation with the project horticulturist and landscape architect. Replacement trees mitigating loss of removed trees shall be shown on the project landscape plans.</td>
<td>Building Division/Planning 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>BR-3: Loss of Protected or Heritage Trees - In accordance with Santa Rosa City Code, Chapter 17-24, the alteration, removal or relocation, of heritage, protected, or street trees and shall comply with the mitigation ratio requirements for tree removal mandated by the City Code. To mitigate the loss of the trees replacement trees with be planted in accordance with the City of Santa Tree Preservation Ordinance.</td>
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<td>• Install temporary protective fencing at the edge of the illustrated dripline or the edge of approved construction prior to grading the site. Maintain fencing in place for the duration of construction.</td>
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<td>• Maintain the existing grade within the fenced portion of the dripline. Route drainage swales and underground work outside the dripline, where possible.</td>
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<td>• Place a 4-inch layer of chipped bark mulch over the soil surface within the fenced dripline prior to installing temporary fencing. Suitable bark must contain bark “fines”. Maintain this layer of mulch throughout construction.</td>
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<td>• Prune to clean and raise the canopy per International Society of Arboricultural pruning</td>
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<td>Prune to remove ivy or wisteria.</td>
<td>On-site observation (by disturbance coordinator)</td>
<td>Building Division</td>
<td>During Construction</td>
<td>Stop work</td>
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<td>Prune to clear away from building footprint.</td>
<td>On-site observation (by disturbance coordinator)</td>
<td>Building Division (Contractor)</td>
<td>During Construction</td>
<td>Stop work</td>
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**V. CULTURAL RESOURCES**

**CUL-1:** Archaeological monitoring shall be conducted during earth disturbing activities in the areas of impact. If archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds. Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

**CUL-2:** If human remains are encountered, all activities in the immediate vicinity of the find and with an adequate buffer zone will be halted and, in accordance with California Health and Safety Code Section 7050.5, the County Coroner will be notified and permitted to assess the remains. Further, pursuant to California Public Resources Code Section 5097.95(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a
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<tr>
<td>CUL-3: A worker orientation program shall be conducted prior to and during construction activities. The program shall summarize relevant laws and regulations that protect cultural resources.</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>Deny issuance of building permit</td>
<td>Stop work</td>
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**VIII. HAZARDS AND HAZARDOUS MATERIALS**

**HAZ-1:** The applicant shall adopt standard traffic control procedures to minimize traffic congestion and traffic hazards. Construction flagging and signage, use of plates, and other safety measures shall be in conformance with Caltrans 2006 Manual of Uniform Traffic Control Devices. Other measures shall include:

- If temporary lane or street closures are required, the applicant shall contact emergency response providers (i.e., hospitals, police, fire, and ambulance) to determine if the streets impacted are considered primary routes.
- Where construction necessitates lane or street closures along emergency response routes, the applicant shall recommend and obtain approval of alternate routes or other means from the affected service providers, at a minimum of one week prior to construction.
- During construction, the applicant shall notify the
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<td>service providers on a weekly basis of the timing, location, and duration of construction.</td>
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<td>The applicant shall maintain pedestrian and vehicular access to public facilities, businesses, and residences along the street during commute hours and shall minimize the closure of pedestrian and vehicular access at other times. Peak commute hours are between 7:00 AM - 9:00 AM and 4:00 PM - 5:00 PM.</td>
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**XVI. TRANSPORTATION & TRAFFIC**

**T-1: Sight Distance:** The following measures have been identified to improve sight distance: Landscaping shall be maintained such that foliage stays above seven feet and below three feet from the ground. Signs or monuments to be installed along the project frontage shall be placed so that sight distance is not obstructed at the project driveways. The Piner Road driveway shall be used for inbound traffic only. The fourth tree adjacent to the curb, located approximately 220 feet west of the Piner Road driveway, should be removed because it interferes with sight lines along Piner Road.

| | Require as condition of approval | Building | Engineering Development Services will review the improvement plans to ensure there is adequate sight distance | Deny plan approval until compliance with mitigation is ensured | |

| | | | | | |
APPENDIX B

Traffic Impact Study
Traffic Impact Study for the Coffey Lane Sports Facility

Prepared for the
City of Santa Rosa

Submitted by
Whitlock & Weinberger Transportation, Inc.
490 Mendocino Avenue 475 14th Street
Suite 201  Suite 290
Santa Rosa, CA 95401 Oakland, CA 94612
voice 707.542.9500 voice 510.444.2600
web www.w-trans.com

March 25, 2014
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Executive Summary

The proposed Coffey Lane Sports Facility project would replace an existing 118,000 square-foot wine storage facility with a 76,840 square-foot Indoor Sports Facility with playing fields, sports performance training, a pro shop and ancillary uses; a 4,980 square-foot Fitness Center; and a Family Entertainment Area with a 14 to 16-lane bowling alley and lounge, games, and food service. The project's anticipated trip generation includes 2,853 daily trips on average during a weekday, with 304 trips during the p.m. peak hour. After trips associated with the existing wine storage facility are deducted the net increase in traffic associated with the project is 2,031 daily trips on average during a weekday, with 190 trips during the p.m. peak hour.

The study area was established to include the intersections in the immediate vicinity of the project that would be impacted by project traffic. Analysis indicates that the two study intersections on Piner Road at Marlow Road-Pinercrest Drive and Coffey Lane are operating acceptably under existing conditions at LOS D or better both with and without the project. Under the Baseline, Baseline plus Project, Future and Future plus Project scenarios, the study intersections are projected to continue operating acceptably at LOS D or better in the p.m. peak hour.

Vehicles will access the project via two full access driveways, with one located on Coffey Lane approximately 300 feet south of Piner Road and the other located on Piner Road approximately 450 feet west of Coffey Lane. Sight lines are expected to be adequate for drivers using both driveways.

Parking requirements for the project per the City of Santa Rosa's standards indicate a total of 295 required spaces. However, the City parking requirements do not reflect the parking patterns of the proposed facility or take carpooling into consideration. Therefore, an approximately 25 percent deduction was applied to the City requirements, resulting in a total parking demand of 230 spaces. The demand is met by the proposed supply of 306 spaces.
Introduction

This report presents an analysis of the potential traffic impacts that would be associated with development of a proposed sports facility to be located in an existing industrial building at 3215 Coffey Lane in the City of Santa Rosa. The traffic study was completed in accordance with the criteria established by the City of Santa Rosa, and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a traffic impact study is to provide City staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required in order to mitigate these impacts to a level of insignificance as defined by the City’s General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to safety, including for pedestrians and bicyclists, and to transit are also addressed.

Project Profile

The proposed 133,754 square-foot project includes a 76,840 square-foot Indoor Sports Facility with playing fields, sports performance training, a pro shop and ancillary uses; a 4,980 square-foot Fitness Center; and a 51,934 square-foot Family Entertainment Area with a 14 to 16-lane bowling alley and lounge, games and food service. The project site is shown in Figure 1.
Traffic Impact Study for the Coffey Lane Sports Facility

Figure 1 – Lane Configurations and Existing Traffic Volumes
Transportation Setting

Operational Analysis

Study Area and Periods

The study area consists of the following intersections:

1. Piner Road/Marlow Road-Pinercrest Drive
2. Piner Road/Coffey Lane

Operating conditions during the p.m. peak period were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute.

Study Intersections

Piner Road/Marlow Road-Pinercrest Drive is a four-legged signalized intersection with protected left-turn phasing in the east-west direction, split phasing (or exclusive operation for each approach) in the north-south direction and a right-turn overlap on the northbound Marlow Road approach. Pedestrian push buttons, phasing and crosswalks are provided for all legs of the intersection.

Piner Road/Coffey Lane is a four-legged signalized intersection with protected left-turn phasing in the east-west direction and split phasing in the north-south direction; there is a right-turn overlap for the southbound Coffey Lane approach. Pedestrian push buttons, phasing and crosswalks are provided for all legs of the intersection.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site; however, sidewalk gaps, obstacles, and barriers can be found along some of the roadways connecting to the project site. Existing gaps and obstacles along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- **Piner Road** – Continuous sidewalk coverage is provided on Piner Road within the project study area. Sidewalks are provided along developed property frontages. Curb ramps and crosswalks at side street approaches are available. Lighting is provided by overhead streetlights.

- **Coffey Lane** – Intermittent sidewalks are provided on one or both sides of Coffey Lane between Pine Meadow Drive and Terry Road. Crosswalks are provided at most major road crossings, and some minor road crossings. Street lighting is provided intermittently.
Bicycle Facilities

The *Highway Design Manual*, California Department of Transportation (Caltrans), 2012, classifies bikeways into three categories:

- **Class I Multi-Use Path**: a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

- **Class II Bike Lane**: a striped and signed lane for one-way bike travel on a street or highway.

- **Class III Bike Route**: signing only for shared use with motor vehicles within the same travel lane on a street or highway.

In the project area, Class II bike lanes exist on Coffey Lane between Piner Road and West Steele Lane and from Empire Industrial Court to Pine Meadow Drive. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Class II bike lanes are proposed on Piner Road per the *Santa Rosa Bicycle and Pedestrian Master Plan*, 2010, and exist sporadically west of Marlow Road-Pinercrest Drive.

Transit Facilities

**Santa Rosa CityBus**

Santa Rosa CityBus provides fixed route bus service in the City of Santa Rosa. Route 17: Piner Road provides loop service to destinations throughout the City and stops in the vicinity of the project site on Coffey Lane/Bluebell Drive and on Piner Road at Industrial Drive. Route 17 operates Monday through Friday with approximately one-hour headways between 6:00 a.m. and 8:00 p.m. Saturday service operates with approximately one-hour headways between 7:00 a.m. and 8:00 p.m. Sunday service operates with approximately one-hour headways from 9:30 a.m. to 4:30 p.m. Route 14: County Center provides loop service throughout the City and to destinations near the project site. Route 14 operates Monday through Friday with approximately half-hour headways from 6:00 a.m. to 8:30 p.m. Saturday service operates with approximately one-hour headways from 7:00 a.m. to 7:40 p.m. Sunday service operates with approximately one-hour headways from 10:20 a.m. to 5:00 p.m. The stops closest to the project site are at Empire Industrial Court/Coffey Lane, and on Piner Road at Valley Oil Change.

Two bicycles can be carried on most Santa Rosa City buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on Santa Rosa City buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. Santa Rosa Paratransit is designed to serve the needs of individuals with disabilities within the Santa Rosa area.

**Sonoma County Transit**

Route 44 provides regional service from Santa Rosa to Petaluma, with a stop near the project site at Range Avenue/Russell Avenue. Route 44 operates Monday through Friday with approximately half-hour to one-hour headways from 5:20 a.m. to 10:30 p.m. Saturday and Sunday service operates with approximately 1.5-hour headways from 7:00 a.m. to 9:20 p.m.
Capacity Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using the signalized methodology published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle. The signalized methodology from the HCM is based on factors including traffic volumes, green time for each movement, phasing, whether or not the signals are coordinated, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. For purposes of this study, delays were calculated using optimized signal timing.

The ranges of delay associated with the various levels of service are indicated in Table 1.

<table>
<thead>
<tr>
<th>LOS</th>
<th>Delay Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS A</td>
<td>Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.</td>
</tr>
<tr>
<td>LOS B</td>
<td>Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.</td>
</tr>
<tr>
<td>LOS C</td>
<td>Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.</td>
</tr>
<tr>
<td>LOS D</td>
<td>Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.</td>
</tr>
<tr>
<td>LOS E</td>
<td>Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.</td>
</tr>
<tr>
<td>LOS F</td>
<td>Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.</td>
</tr>
</tbody>
</table>


Traffic Operation Standards

The City of Santa Rosa’s adopted Level of Service (LOS) Standard is contained in *Santa Rosa General Plan 2035*. Standard TD-1 states that the City will try to maintain a Level of Service (LOS) D or better along all major corridors. Exceptions to meeting this standard are allowed where attainment would result in significant environmental degradation; where topography or environmental impacts make the improvement impossible; or where attainment would ensure loss of an area’s unique character.

While a corridor level of service is applied by the City in its analysis of the entire City as part of the environmental documentation supporting the General Plan, this type of analysis only provides relevant data when performed on a much longer segment than the one included as the study area for the project. Therefore, although the City’s standard does not specify criteria for intersections, for the purposes of this study a minimum operation of LOS D for the overall operation of signalized intersections was applied.
Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the p.m. peak period. This condition does not include project-generated traffic volumes. Volume data was collected for the City in January 2011 while local schools were in session.

Intersection Levels of Service

Under existing conditions, the study intersections are operating acceptably at Level of Service C. The existing traffic volumes are shown in Figure 1. A summary of the intersection level of service calculations is contained in Table 2, and copies of the Level of Service calculations are provided in Appendix A.

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Existing Conditions PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>24.7</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>34.1</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Baseline Conditions

Baseline operating conditions were determined with traffic for approved projects added to the existing volumes. The City provided a list of approved projects that are “residential projects of five units or greater and commercial/industrial projects with over 5,000 square feet of floor area. Smaller projects and projects that are over 50% constructed are not included.” For the purpose of this analysis, the approved projects used are expected to generate additional traffic within the study area prior to occupancy of the proposed project.

- **Courtney Estates** – 47 single-family residential dwelling units and 10 multifamily residential dwelling units at 1549 Fulton Road
- **Fox Hollow** – 171 single-family residential dwelling units and 14 multifamily residential dwelling units at 1615 Fulton Road
- **Fulton Oaks** – 10 single-family residential dwelling units at 1530 Fulton Road
- **Kerry Ranch** – 95 single-family residential dwelling units and 41 residential second units at 2181, 2191 and 2193 Francisco Avenue
- **Lands of Furia** – 7 single-family residential dwelling units at 3364 Coffey Lane
- **Marlow Mews** – 11 single-family residential dwelling units at 3018 Marlow Road
- **Meadowrock Condos** – 104 condominium units at 1598 Becky Court
- **North Village 2** – 112 single-family residential dwelling units at 2406 Fulton Road
- **O’Rourke Electric** – 25,500 square feet of light industrial use at 3300 Industrial Drive
- **Spring Brook** – 12 single-family residential dwelling units at 1552 Fulton Road
- **Steele Lane Cottages** – 6 single-family residential dwelling units at 2300 West Steele Lane
- **Tapestry** – 29 single-family residential dwelling units and 5 residential second units at 2245-2271 San Miguel Avenue
- **Wildflower** – 27 single-family residential dwelling units at 2321-2285 San Miguel Avenue
- **Children’s Museum of Sonoma County** – 174,000 square feet of museum use at 1835 West Steele Lane
Under Baseline conditions the intersections are expected to continue to operate acceptably at LOS D or better. These results are summarized in Table 3, and Baseline volumes are shown in Figure 2.

**Table 3**
Baseline Peak Hour Intersection Levels of Service

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Baseline Conditions PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>25.5</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>35.2</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

**Future Conditions**

Segment volumes for the horizon year of 2040 were obtained from the County of Sonoma's gravity demand model and translated to turning movement volumes at each of the study intersections using the "Furness" method. The Furness method is an iterative process that employs existing turning movement data, existing link volumes and future link volumes to project likely future turning movement volumes at intersections.

Under the anticipated Future volumes, the study intersections are expected to continue operating acceptably at LOS D or better. Future volumes are shown in Figure 2 and operating conditions are summarized in Table 4.

**Table 4**
Future Peak Hour Intersection Levels of Service

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Future Conditions PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>26.4</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>45.6</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

**Project Description**

The proposed Coffey Lane Sports Facility project will be located at 3215 Coffey Lane on the south side of Piner Road west of the intersection with Coffey Lane. The proposed project would replace an approximately 118,000 square foot wine storage facility with a 76,840 square-foot Indoor Sports Facility with playing fields, sports performance training, a pro shop and ancillary uses; a 4,980 square-foot Fitness Center; and a 51,934 square-foot Family Entertainment Area with a 14 to 16-lane bowling alley and lounge, games and food service. The project will be accessed via driveways located on Coffey Lane and Piner Road. The proposed project site plan is shown in Figure 3.
Traffic Impact Study for the Coffey Lane Sports Facility

Figure 2 – Baseline, Future and Project Traffic Volumes
Trip Generation

Standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual, 9th Edition, 2012*, for a Health/Fitness Club (Land Use #492) and Bowling Alley (Land Use #437) were applied to the sports performance center use and family entertainment area respectively.

Health/Fitness Club rates were applied to the 4,980 square feet of typical health club of the sports performance center while Bowling Alley rates were applied to the family entertainment area. Because the site is currently occupied by a wine packaging facility, the trip generation of the existing use was considered. Light Industrial (Land Use #110) rates were applied to the existing wine packaging facility.

**Indoor Sports Facility**

Consideration was given to the Health/Fitness Club land use for the indoor sports facility. However, these rates resulted in projected trip generations that were higher than would be expected from this specific facility based on past experience at an existing facility in Santa Rosa. The facility has a set number of games played by groups during the day, whereas a typical Health/Fitness Club would see more in/out use without a schedule. Therefore, the anticipated trip generation for the land use was estimated using rates derived from data collected by the applicant based on the operation of the existing Santa Rosa facility on Piner Road; data collected between December 2010 and August 2012 were used. On average, patrons of the existing facility stay on-site for a one-hour period. Parking counts were scaled to reflect the larger 76,840 square-foot facility (compared to the approximately 25,000 square-foot existing facility) with the average then converted to trip ends to generate rates that were applied to the 76,840 square-foot indoor sports facility. Data and analysis used to derive the rates are provided in Appendix B.

**Shared Trips**

The indoor sports facility and family entertainment areas are expected to share trips made by users of the facility. Generally, the indoor sports fields are anticipated to attract families. It is expected that the attached family entertainment area would be used by some family members while others are using the indoor sports facility. More vehicles will have multiple occupants arriving for games than would be typical for a Health/Fitness Club land use. A 15-percent reduction in trips was therefore applied to the indoor sports facility and family entertainment area to reflect the use of various facilities by family members arriving in the same vehicle.

**Total Trip Generation**

Based on application of these assumptions, the proposed project is expected to generate an average of 2,031 trips per day, including 190 trips during the p.m. peak hour. These results are summarized in Table 5.
Table 5
Trip Generation Summary

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Units</th>
<th>Daily</th>
<th></th>
<th>PM Peak Hour</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Rate</td>
<td>Trips</td>
<td>Rate</td>
<td>Trips</td>
</tr>
<tr>
<td><strong>Existing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wine Packaging Facility</td>
<td>118 ksf</td>
<td>6.97</td>
<td>822</td>
<td>0.97</td>
<td>114</td>
</tr>
<tr>
<td><strong>Proposed</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indoor Sports Facility</td>
<td>76.84 ksf</td>
<td>15.85</td>
<td>1,218*</td>
<td>2.86</td>
<td>220*</td>
</tr>
<tr>
<td>Family Entertainment Area</td>
<td>51.934 ksf</td>
<td>33.33</td>
<td>1,731</td>
<td>1.51</td>
<td>78</td>
</tr>
<tr>
<td><em>Internal Capture</em></td>
<td></td>
<td>-15%</td>
<td>-260</td>
<td>-12</td>
<td>-7</td>
</tr>
<tr>
<td>Fitness Center</td>
<td>4.98 ksf</td>
<td>32.93</td>
<td>164</td>
<td>3.53</td>
<td>18</td>
</tr>
<tr>
<td><strong>Net New Primary Trips</strong></td>
<td></td>
<td>2,031</td>
<td></td>
<td>190</td>
<td>147</td>
</tr>
</tbody>
</table>

Notes: ksf = thousand square feet; *Trips were calculated based on the rate derived from data provided by the applicant for the existing facility in Santa Rosa

Trip Distribution

The pattern used to allocate new project trips to the street network was determined based on the location of likely trip origins and destinations as well as knowledge of local travel trends near the project site. The applied distribution assumptions and resulting trips are shown in Table 6.

Table 6
Trip Distribution Assumptions

<table>
<thead>
<tr>
<th>Route</th>
<th>Percent</th>
<th>Daily Trips</th>
<th>PM Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coffey Ln (from/to the north)</td>
<td>15%</td>
<td>305</td>
<td>29</td>
</tr>
<tr>
<td>Coffey Ln (from/to the south)</td>
<td>10%</td>
<td>203</td>
<td>19</td>
</tr>
<tr>
<td>Marlow Rd (from/to the south)</td>
<td>5%</td>
<td>101</td>
<td>10</td>
</tr>
<tr>
<td>Piner Rd (from/to the west)</td>
<td>35%</td>
<td>711</td>
<td>66</td>
</tr>
<tr>
<td>Piner Rd (from/to the east)</td>
<td>35%</td>
<td>711</td>
<td>66</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>100%</td>
<td>2,031</td>
<td>190</td>
</tr>
</tbody>
</table>

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, the study intersections are expected to continue operating acceptably at LOS D or better. The results both without and with the project are summarized in Table 7. Project traffic volumes are shown in Figure 2.
**Table 7**

Existing and Existing plus Project Peak Hour Intersection Levels of Service

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Existing Conditions PM Peak</th>
<th>Existing plus Project PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>24.7</td>
<td>C</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>34.1</td>
<td>C</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

*Finding:* The study intersections are expected to continue operating acceptably at acceptable levels of service upon the addition of project-generated traffic to Existing traffic levels.

**Baseline plus Project Conditions**

With project-related traffic added to Baseline volumes, the study intersections are expected to operate acceptably at LOS D or better. These results are summarized in Table 8.

**Table 8**

Baseline and Baseline plus Project Peak Hour Intersection Levels of Service

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Baseline Conditions PM Peak</th>
<th>Baseline plus Project PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>25.5</td>
<td>C</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>35.2</td>
<td>D</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

*Finding:* Upon adding project-generated traffic to Baseline volumes, the study intersections are expected to continue operating acceptably at the same levels of service.

**Future plus Project Conditions**

Upon the addition of project-generated traffic to the anticipated Future volumes, the study intersections are expected to continue operating acceptably as summarized in Table 9.

**Table 9**

Future and Future plus Project Peak Hour Intersection Levels of Service

<table>
<thead>
<tr>
<th>Study Intersection Approach</th>
<th>Future Conditions PM Peak</th>
<th>Future plus Project PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>1. Piner Rd/Marlow Rd</td>
<td>26.4</td>
<td>C</td>
</tr>
<tr>
<td>2. Piner Rd/Coffey Ln</td>
<td>45.6</td>
<td>D</td>
</tr>
</tbody>
</table>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

*Finding:* The study intersections are expected to continue operating acceptably with project traffic added to Future volumes, at the same Levels of Service as without it.

*Traffic Impact Study for the Coffey Lane Sports Facility in the City of Santa Rosa*

March 25, 2014

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Alternative Modes

Pedestrian Facilities

It is reasonable to assume that some project patrons and employees will want to walk, bicycle, and/or utilize transit to reach the project site. Additionally, some patrons may want to access the strip commercial use across Coffey Lane, to the east of the project site.

Project Site – Sidewalks exist along the project frontages on Coffey Lane and Piner Road. A sidewalk is proposed along the southern and eastern edges of the building adjacent to the parking area. Pedestrian paths are proposed through the store's parking field, and a pedestrian connection is proposed between the building's northern entry point and Piner Road.

Finding: Pedestrian facilities serving the project site are expected to be adequate.

Bicycle Facilities

Existing bicycle facilities, including the Class II bike lanes on Coffey Lane, together with shared use of minor streets provide adequate access for bicyclists, except along Piner Road. The City of Santa Rosa has planned improvements along Piner Road by installing Class II bike lanes. It should be noted that the City required one shower per gender and that these facilities are already accommodated on site.

Finding: Bicycle facilities serving the project site are expected to be adequate with the planned improvements of Class II bike lanes on Piner Road.

Bicycle Parking

Bicycle parking should be provided on site per Table 3-4 in Section 20-36.040 of the Santa Rosa City Code, resulting in the need to provide parking for a minimum of 30 bicycles. Eight bicycles must be accommodated in long-term bicycle parking facilities to meet the 25 percent minimum required by the City.

The project site plan identifies a total of 22 short-term spaces for bicycle parking via three bike racks with room for seven bicycles each. Additionally, seven long-term bicycle parking spaces are to be provided inside the building.

Finding: Sufficient bicycle parking is expected at the project site.

Transit

Existing transit routes are adequate to accommodate project-generated transit trips. Existing stops are within acceptable walking distance of the site.

Finding: Transit facilities serving the project site are expected to be adequate.
Access and Circulation

Site Access

The project site will be accessed via two driveways, with one located on Coffey Lane approximately 300 feet south of Piner Road and the other located on Piner Road approximately 450 feet west of Coffey Lane.

Sight Distance

At driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting to cross or enter the street and the driver of a vehicle approaching on that street. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed. Sight distance along Piner Road and Coffey Lane at the project driveways was evaluated based on sight distance criteria contained in the Highway Design Manual published by Caltrans. The recommended sight distances for driveways are based on stopping sight distance, which use the approach travel speeds as the basis for determining the recommended sight distance. Based on the posted speed limits in the vicinity of the project of 35 mph on Coffey Lane and 40 mph on Piner Road, the minimum stopping sight distances needed are 250 feet and 300 feet, respectively.

Sight distance at the Piner Road and Coffey Lane driveways was field measured. Sight lines at the Piner Road driveway do not meet the minimum requirement to the west but are sufficient to the east of the driveway. However, because drivers tend to pull forward when exiting a driveway, a distance of 7 feet (the distance from the hood to the driver’s eye) from the edge of travel way was used to assess sight lines along Piner Road. When using this distance rather than the standard 15 feet specified in the Highway Design Manual, sight lines to the west meet the 300-foot recommended sight distance. The fourth tree adjacent to the curb, located approximately 220 feet west of the Piner Road driveway, should be removed because it interferes with these sight lines. The Coffey Lane driveway has adequate sight distance to the north and south.

In order to maintain adequate sight lines for vehicles leaving the site, it is recommended that landscaping be trimmed such that tree canopies are at least seven feet above the ground; other landscaping should be limited to low-lying vegetation no greater than three feet in height. In addition, signs and monuments planned along the project’s frontage should be placed in a manner that does not obstruct sight distance at the project driveways.

Finding: Adequate sight distance is generally available.

Recommendation: Landscaping should be maintained such that foliage stays above seven feet and below three feet from the ground. Signs or monuments to be installed along the project frontage should be placed so that sight distance is not obstructed at the project driveways. The fourth tree adjacent to the curb, located approximately 220 feet west of the Piner Road driveway, should be removed because it interferes with sight lines along Piner Road.
Parking

A parking evaluation was completed based on the projected parking activity for the proposed facility. The proposed off-street parking supply is 230 spaces. Consideration was given to the City of Santa Rosa parking requirements per City Code. In order to determine parking demand for the proposed project, the facility needs to be broken down into components that fit with the land uses defined in the City Code. The 12,974 square-foot restaurant land use is comprised of a 1,700 square-foot café (in the vicinity of the indoor sports facility) as well as a 2,410 square-foot café, 6,884 square-foot lounge and 1,980 square-foot kitchen (in the vicinity of the family entertainment area). The city code land use “health club/fitness facility” does not account for carpooling. A carpooling rate of 2.5 persons per vehicle was determined based on parking and patron surveys taken at the existing Santa Rosa facility and is applicable to the Indoor Sports Facility component. Copies of the surveys are provided in Appendix B. The numbers of City required parking spaces are summarized in Table 10.

<table>
<thead>
<tr>
<th>Facility Component</th>
<th>City Code Land Use</th>
<th>Size</th>
<th>City Code Requirement</th>
<th>City Required Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indoor Sports Facility</td>
<td>Health Club/Fitness Facility</td>
<td>5 fields&lt;sup&gt;*&lt;/sup&gt;</td>
<td>2 spaces per field plus 1 space per 250 sf of non-field area</td>
<td>10&lt;sup&gt;6&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12.51 ksf</td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>Family Entertainment Area</td>
<td>Commercial Recreation Facility – Indoor</td>
<td>40.66 ksf</td>
<td>1 space per 250 sf</td>
<td>163</td>
</tr>
<tr>
<td>Fitness Center</td>
<td>Health Club/Fitness Facility</td>
<td>4.98 ksf</td>
<td>1 spaces per 250 sf</td>
<td>20</td>
</tr>
<tr>
<td>Restaurant</td>
<td>Restaurants, café, coffee shop – Table Service</td>
<td>12.974 ksf (190 seats)</td>
<td>1 space per 3 dining seats capacity</td>
<td>63</td>
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<tr>
<td><strong>Total City Required Parking</strong></td>
<td></td>
<td></td>
<td><strong>306</strong></td>
<td></td>
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<tr>
<td><strong>Total Parking Demand</strong></td>
<td></td>
<td></td>
<td><strong>230</strong></td>
<td></td>
</tr>
</tbody>
</table>

Note: ksf = 1,000 square feet; sf = square feet; pp/veh = persons per vehicle; * The proposed Indoor Sports Facility component has five sports fields that total approximately 62,630 square feet;

The City Code specifies parking requirements for land uses based on the maximum demand that could occur at any given time. However, the project is comprised of four facility components with unique hourly parking demands on a weekday and weekend. Distribution data by hour and day of the week was provided by the applicant from a previous potential project location and applied to the city required spaces for each facility component. The study and additional materials are provided in Appendix B. Plates 1 and 3 show the hourly parking demand for each component, while Plates 2 and 4 show the total parking demand by hour for the four facility components on a weekday and weekend.
Plate 1
Hourly Demand by Facility Component on a Weekday

Plate 2
Total Hourly Demand on a Weekday

Plate 1 shows that the fitness area and indoor sports facility components reach their maximum demand at 6 p.m., while the family entertainment area and restaurant components require fewer spaces. Plate 2 indicates that the peak parking demand of 145 parked vehicles occurs at 6 p.m. on a weekday.
Plate 3
Hourly Demand by Facility Component on a Weekend

Plate 4
Total Hourly Demand on a Weekend

Plate 3 shows that while the family entertainment area hits its maximum demand at 7 p.m., the fitness area, indoor sports facility and restaurant would require fewer spaces at this time. Plate 4 indicates that the peak parking demand of 230 parked vehicles occurs at 7 p.m. on a weekend.

Given that the peak parking demand for each component does not occur concurrently, the City parking requirements do not necessarily reflect the parking patterns of the proposed facility nor take into account carpooling. Therefore, based on Section 20-36.050, a minor adjustment to the total parking requirement...
was applied. The approximately 25 percent deduction results in a total required parking of 230 spaces, which is equal to the proposed parking supply of 230 spaces.

Finding: Although the City requires 307 spaces, the proposed parking supply of 230 spaces meets the parking demand of 230 spaces.

Recommendation: In order to ensure that parking demand is sufficient, game times should be staggered such that game start times and end times do not overlap.
Conclusions and Recommendations

Conclusions

- The project is expected to generate an average of 2,031 trips per day, including 190 trips during the p.m. peak hour.
- The study intersections are expected to operate acceptably under Existing conditions with and without project-added trips.
- Under Baseline conditions with and without project-added trips, the study intersections are expected to operate acceptably.
- The study intersections are expected to operate acceptably under Future conditions with and without project-added trips.
- Pedestrian, bicycle and transit facilities serving the project site are expected to be adequate.
- Adequate sight distance is available at both project driveways provided that landscaping is maintained.
- The City parking requirement is 307 spaces.
- The proposed parking supply of 230 spaces is adequate to meet the peak demand of 230 spaces with the application of an approximately 25 percent deduction.

Recommendations

- Parking to accommodate a minimum of 30 bicycles should be provided on site, eight of which must be long-term bicycle parking and the remaining 22 via bicycle racks.
- Landscaping should be maintained such that foliage stays above seven feet and below three feet from the ground. Signs or monuments to be installed along the project frontage should be placed so that sight distance is not obstructed at the project driveways.
- The fourth tree adjacent to the curb, located approximately 220 feet west of the Piner Road driveway, should be removed because it interferes with sight lines along Piner Road.
- In order to ensure that parking demand is sufficient, game times should be staggered such that game start times and end times do not overlap.
Study Participants and References

Study Participants

Principal in Charge: Dalene J. Whitlock, PE, PTOE
Assistant Engineer: Smadar Boardman, EIT
Technician/Graphics: Deborah J. Mizell
Technician/Design: William Petker, EIT
Editing/Formatting: Angela McCoy

References

Highway Capacity Manual, Transportation Research Board, 2000
Santa Rosa Bicycle and Pedestrian Master Plan, City of Santa Rosa, 2010
Santa Rosa City Code, Quality Code Company, 2013
Santa Rosa CityBus, http://ci.santa-rosa.ca.us/departments/transit/CityBus/maps_schedules/
Santa Rosa General Plan 2035, City of Santa Rosa, 2009

SRO328
Intersection Level of Service Calculations
### Traffic Impact Study for the Coffey Lane Sports Facility
City of Santa Rosa

#### Intersection #3 Piner Rd/Coffey Ln

<table>
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<tr>
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</tr>
<tr>
<td>Movement:</td>
<td>L - T - R</td>
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</tbody>
</table>

#### Traffic Flow Data

| Volume Module: | 550 |
| Count Date:    | 13 Oct 2011 |
| Flow Rate:     | 354 |
| Lane 1:        | 192 |
| Lane 2:        | 193 |
| Lane 3:        | 191 |
| Total:         | 576 |

#### Traffic Analysis

| Percentage:   | 50 |
| Type:         | Pedestrian |
| Time:         | 24h |
| Count:        | 600 |

---

**Traffic Flow Data**

### Traffic Impact Study for the Coffey Lane Sports Facility
City of Santa Rosa

#### Intersection #2 Piner Rd/Coffee Ln

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<tbody>
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<td>Approach:</td>
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<td>Movement:</td>
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#### Traffic Flow Data

| Volume Module: | 450 |
| Count Date:    | 25 Jan 2011 |
| Flow Rate:     | 354 |
| Lane 1:        | 192 |
| Lane 2:        | 193 |
| Lane 3:        | 191 |
| Total:         | 576 |

#### Traffic Analysis

| Percentage:   | 50 |
| Type:         | Pedestrian |
| Time:         | 24h |
| Count:        | 600 |

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**Traffic Flow Data**
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Traffic 8.0.0.0715 (c) 2008 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA
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**PM Baseline plus Project**  
**Traffic Impact Study for the Coffey Lane Sports Facility**  
**City of Santa Rosa**  
**Level of Service Report**  
**2000 HCM Operations Method (Future Volume Alternative)**  
**Intersection Rd/Coffey Ln**  
**Cycle (sec):** 100  
**Critical Vol./Cap.(K):** 0.651  
**Loss Time (sec):** 36  
**Optimal Cycle:** 60  
**Optimal Level of Service:** C  

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**Traffic Impact Study for the Coffey Lane Sports Facility**

**City of Santa Rosa**

---

### Level Of Service Computation Report

#### 2000 HCM Operations Method (Volume/Lane Ratio Alternative)

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<th>Optimal Cycle</th>
<th>Level Of Service</th>
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### Street Name: Coffey Ln

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### Volume Module

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<tr>
<td>User Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
</tr>
<tr>
<td>PHF Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
</tr>
<tr>
<td>PHF Volume</td>
<td>255 179 239 129 111 6 6 391 205 390 625 145</td>
<td></td>
</tr>
<tr>
<td>Reduce Vol.</td>
<td>0 0 0 0 0 0 0 0 0 0 0 0 0 0</td>
<td></td>
</tr>
<tr>
<td>Reduced Vol.</td>
<td>255 179 239 129 111 6 6 391 205 390 625 145</td>
<td></td>
</tr>
<tr>
<td>PCR Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
<td></td>
</tr>
<tr>
<td>MIII Adj.</td>
<td>1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00</td>
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</tr>
<tr>
<td>Final Volume</td>
<td>255 179 239 129 111 6 6 391 205 390 625 145</td>
<td></td>
</tr>
</tbody>
</table>

---

### Saturation Flow

- Marlow Rd: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- Coffey Ln: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

---

### Capacity Analysis Module

| Vol/Lane | 0.92 0.15 0.07 0.06 0.08 0.00 0.17 0.17 0.22 0.22 0.22 |
|-----------------|-----------------|-----------------|-----------------|-----------------|
| Lane Adj. | 1.18 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 |
| Final Veh. | 1522 1615 1805 1789 97 1805 2225 1197 1805 2248 661 |

---

### Notes

- Queue = number of cars per lane.

---

**Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA**

---

**Traffic Impact Study for the Coffey Lane Sports Facility**

**City of Santa Rosa**

---

### Level Of Service Computation Report

#### 2000 HCM Operations Method (Volume/Lane Ratio Alternative)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Road</th>
<th>Critical Volum./Cap. (X)</th>
<th>Optimal Cycle</th>
<th>Level Of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 Piner Rd/Marlow Rd</td>
<td>Marlow Rd</td>
<td>0.627</td>
<td>91</td>
<td>C</td>
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<tr>
<td>#2 Piner Rd/Coffey Ln</td>
<td>Piner Rd</td>
<td>4.386</td>
<td>119</td>
<td>D</td>
</tr>
</tbody>
</table>
## Traffic Impact Study for the Coffey Lane Sports Facility

### City of Santa Rosa

**2000 HCM Operations Method (Future Volume Alternative)**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Pine St/Macrow Rd</th>
<th>Coffey Ln</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle (sec)</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Critical Vol./Cap. (K):</td>
<td>0.643</td>
<td>0.953</td>
</tr>
<tr>
<td>Loss Time (sec):</td>
<td>8</td>
<td>8.8</td>
</tr>
<tr>
<td>Average Delay (sec/veh):</td>
<td>26.6</td>
<td>31.1</td>
</tr>
</tbody>
</table>

### Level Of Service Computation Report

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Approach</th>
<th>Movement</th>
<th>Volume Module</th>
<th>Saturation Flow Module</th>
<th>Capacity Analysis Module</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marlow Rd</td>
<td>North Bound</td>
<td>L - T - R</td>
<td>Volume:</td>
<td>Sat./Lane:</td>
<td>Vol/Sat:</td>
</tr>
<tr>
<td></td>
<td>South Bound</td>
<td>L - T - R</td>
<td>Growth Adj:</td>
<td>Rate:</td>
<td>0.22</td>
</tr>
<tr>
<td></td>
<td>East Bound</td>
<td>L - T - R</td>
<td>Initial Base:</td>
<td>Lanes:</td>
<td>0.12</td>
</tr>
<tr>
<td></td>
<td>West Bound</td>
<td>L - T - R</td>
<td>Added Vol:</td>
<td>Lanes:</td>
<td>0.12</td>
</tr>
<tr>
<td>Piner Rd</td>
<td>North Bound</td>
<td>L - T - R</td>
<td>1.00</td>
<td>0.18</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>South Bound</td>
<td>L - T - R</td>
<td>1.00</td>
<td>0.18</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>East Bound</td>
<td>L - T - R</td>
<td>1.00</td>
<td>0.18</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>West Bound</td>
<td>L - T - R</td>
<td>1.00</td>
<td>0.18</td>
<td>1.00</td>
</tr>
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</table>

### TrafFix 8.0.0.715 (c) 2008 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA

---

**PM Future plus Project**

**Jun 23, 2014 10:42:19**

**Page 3-1**

**PM Peak Hour - Future plus Project Conditions**

**Traffic Impact Study for the Coffey Lane Sports Facility**

**City of Santa Rosa**

**2000 HCM Operations Method (Future Volume Alternative)**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Pine St/Macrow Rd</th>
<th>Coffey Ln</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle (sec)</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Critical Vol./Cap. (K):</td>
<td>0.643</td>
<td>0.953</td>
</tr>
<tr>
<td>Loss Time (sec):</td>
<td>8</td>
<td>8.8</td>
</tr>
<tr>
<td>Average Delay (sec/veh):</td>
<td>26.6</td>
<td>31.1</td>
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</table>

### Level Of Service Computation Report

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Approach</th>
<th>Movement</th>
<th>Volume Module</th>
<th>Saturation Flow Module</th>
<th>Capacity Analysis Module</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marlow Rd</td>
<td>North Bound</td>
<td>L - T - R</td>
<td>Volume:</td>
<td>Sat./Lane:</td>
<td>Vol/Sat:</td>
</tr>
<tr>
<td></td>
<td>South Bound</td>
<td>L - T - R</td>
<td>Growth Adj:</td>
<td>Rate:</td>
<td>0.22</td>
</tr>
<tr>
<td></td>
<td>East Bound</td>
<td>L - T - R</td>
<td>Initial Base:</td>
<td>Lanes:</td>
<td>0.12</td>
</tr>
<tr>
<td></td>
<td>West Bound</td>
<td>L - T - R</td>
<td>Added Vol:</td>
<td>Lanes:</td>
<td>0.12</td>
</tr>
<tr>
<td>Piner Rd</td>
<td>North Bound</td>
<td>L - T - R</td>
<td>1.00</td>
<td>0.18</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>South Bound</td>
<td>L - T - R</td>
<td>1.00</td>
<td>0.18</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>East Bound</td>
<td>L - T - R</td>
<td>1.00</td>
<td>0.18</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>West Bound</td>
<td>L - T - R</td>
<td>1.00</td>
<td>0.18</td>
<td>1.00</td>
</tr>
</tbody>
</table>

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**Traffic 8.0.0.715 (c) 2008 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA**
Appendix B

Trip Generation and Parking Analysis
### Daily Trips

<table>
<thead>
<tr>
<th></th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>180</td>
<td>205</td>
<td>195</td>
<td>179</td>
<td>195</td>
</tr>
<tr>
<td>February</td>
<td>271</td>
<td>298</td>
<td>214</td>
<td>175</td>
<td>219</td>
</tr>
<tr>
<td>March</td>
<td>245</td>
<td>264</td>
<td>227</td>
<td>220</td>
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<tr>
<td>May</td>
<td>167</td>
<td>164</td>
<td>189</td>
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<td>189</td>
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<tr>
<td>July</td>
<td>159</td>
<td>146</td>
<td>131</td>
<td>128</td>
<td>306</td>
</tr>
<tr>
<td>August</td>
<td>--</td>
<td>--</td>
<td>118</td>
<td>137</td>
<td>150</td>
</tr>
<tr>
<td>December</td>
<td>269</td>
<td>235</td>
<td>247</td>
<td>246</td>
<td>225</td>
</tr>
</tbody>
</table>

199 Average monthly parking demand from counts for 25,000 sf Santa Rosa facility
609 Scaled up to 76,480 sf NEW facility

### PM Trips

<table>
<thead>
<tr>
<th></th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>45</td>
<td>41</td>
<td>44</td>
<td>40</td>
<td>46</td>
</tr>
<tr>
<td>February</td>
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<tr>
<td>March</td>
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<td>53</td>
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<td>44</td>
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<tr>
<td>May</td>
<td>17</td>
<td>13</td>
<td>36</td>
<td>35</td>
<td>27</td>
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<td>July</td>
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<td>7</td>
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<td>32</td>
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<tr>
<td>August</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>25</td>
<td>21</td>
</tr>
<tr>
<td>December</td>
<td>64</td>
<td>64</td>
<td>68</td>
<td>69</td>
<td>50</td>
</tr>
</tbody>
</table>

38 Average monthly parking demand from counts for 25,000 sf Santa Rosa facility
116 Scaled up to 76,480 sf NEW facility

232 Convert to trip ends (multiply by two)
3.02 Rate derived from square footage of land use at 76,690 ksf
### Parking Analysis

#### Proportion of Minimum Demand by Day

| Weekday | 6am | 7am | 8am | 9am | 10am | 11am | Noon | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm | 8pm | 9pm | 10pm | 11pm | 12am | 1am | 2am |
|---------|-----|-----|-----|-----|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Restaurant | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| **Totals** | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 | 131.75 |

#### Proportion of Minimum Demand by Hour

<table>
<thead>
<tr>
<th>Weekday</th>
<th>6am</th>
<th>7am</th>
<th>8am</th>
<th>9am</th>
<th>10am</th>
<th>11am</th>
<th>Noon</th>
<th>1pm</th>
<th>2pm</th>
<th>3pm</th>
<th>4pm</th>
<th>5pm</th>
<th>6pm</th>
<th>7pm</th>
<th>8pm</th>
<th>9pm</th>
<th>10pm</th>
<th>11pm</th>
<th>12am</th>
<th>1am</th>
<th>2am</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurant</td>
<td>0.90</td>
<td>0.90</td>
<td>0.90</td>
<td>0.90</td>
<td>0.90</td>
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<td>0.90</td>
<td>0.90</td>
<td>0.90</td>
<td>0.90</td>
<td>0.90</td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>131.75</td>
<td>131.75</td>
<td>131.75</td>
<td>131.75</td>
<td>131.75</td>
<td>131.75</td>
<td>131.75</td>
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<td>131.75</td>
<td>131.75</td>
<td>131.75</td>
<td>131.75</td>
<td>131.75</td>
</tr>
</tbody>
</table>

#### Parking Demand = Spaces (Calculated from City Requirements) = Parking Demand Distribution

<table>
<thead>
<tr>
<th>Weekday</th>
<th>6am</th>
<th>7am</th>
<th>8am</th>
<th>9am</th>
<th>10am</th>
<th>11am</th>
<th>Noon</th>
<th>1pm</th>
<th>2pm</th>
<th>3pm</th>
<th>4pm</th>
<th>5pm</th>
<th>6pm</th>
<th>7pm</th>
<th>8pm</th>
<th>9pm</th>
<th>10pm</th>
<th>11pm</th>
<th>12am</th>
<th>1am</th>
<th>2am</th>
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</thead>
<tbody>
<tr>
<td>Indoor Sports Facility</td>
<td>0.00</td>
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<td>0.00</td>
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<td>0.00</td>
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<td>0.00</td>
<td>0.00</td>
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<td>Family Entertainment</td>
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<td></td>
</tr>
<tr>
<td>Restaurant</td>
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<tr>
<td><strong>Totals</strong></td>
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<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
</tr>
</tbody>
</table>

**Parked Cars**  
6am: 0 7am: 0 8am: 0 9am: 0 10am: 0 11am: 0 Noon: 0 1pm: 0 2pm: 0 3pm: 0 4pm: 0 5pm: 0 6pm: 0 7pm: 0 8pm: 0 9pm: 0 10pm: 0 11pm: 0 12am: 0 1am: 0 2am: 0
# Santa Rosa Entertainment Complex - Anticipated Peak Attendance

<table>
<thead>
<tr>
<th></th>
<th>FEC</th>
<th>Bowling Center</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Annual Attendance</strong></td>
<td>129,094</td>
<td>74,001</td>
<td>193,095</td>
</tr>
<tr>
<td><strong>Peak Month</strong></td>
<td>13,091</td>
<td>6,091</td>
<td>29,182</td>
</tr>
<tr>
<td><strong>Average Month</strong></td>
<td>6,091</td>
<td>2,075</td>
<td>8,166</td>
</tr>
<tr>
<td><strong>Peak Weekly</strong></td>
<td>3,021</td>
<td>1,081</td>
<td>4,102</td>
</tr>
<tr>
<td><strong>Average Weekly</strong></td>
<td>1,985</td>
<td>1,081</td>
<td>3,066</td>
</tr>
<tr>
<td><strong>Peak Daily</strong></td>
<td>765</td>
<td>423</td>
<td>1,188</td>
</tr>
<tr>
<td><strong>Average Daily</strong></td>
<td>209</td>
<td>32</td>
<td>241</td>
</tr>
</tbody>
</table>

## Breakouts

<table>
<thead>
<tr>
<th></th>
<th>Saturday</th>
<th>Weekday (Sun-Fri)</th>
<th>Saturday</th>
<th>Weekday (Sun-Fri)</th>
<th>Combined - Peak</th>
<th>Combined - Weekday</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>9 a.m.</strong></td>
<td>30</td>
<td>12</td>
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<td>0</td>
<td>30</td>
<td>12</td>
</tr>
<tr>
<td><strong>10 a.m.</strong></td>
<td>60</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>60</td>
<td>12</td>
</tr>
<tr>
<td><strong>11 a.m.</strong></td>
<td>61</td>
<td>36</td>
<td>0</td>
<td>0</td>
<td>91</td>
<td>36</td>
</tr>
<tr>
<td><strong>12 p.m.</strong></td>
<td>56</td>
<td>37</td>
<td>19</td>
<td>18</td>
<td>87</td>
<td>45</td>
</tr>
<tr>
<td><strong>1 p.m.</strong></td>
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<td>16</td>
<td>26</td>
<td>26</td>
<td>52</td>
<td>27</td>
</tr>
<tr>
<td><strong>2 p.m.</strong></td>
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<td>21</td>
<td>26</td>
<td>26</td>
<td>78</td>
<td>46</td>
</tr>
<tr>
<td><strong>3 p.m.</strong></td>
<td>35</td>
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<td>25</td>
<td>4</td>
<td>63</td>
<td>19</td>
</tr>
<tr>
<td><strong>4 p.m.</strong></td>
<td>45</td>
<td>27</td>
<td>25</td>
<td>4</td>
<td>50</td>
<td>21</td>
</tr>
<tr>
<td><strong>5 p.m.</strong></td>
<td>20</td>
<td>24</td>
<td>19</td>
<td>18</td>
<td>40</td>
<td>21</td>
</tr>
<tr>
<td><strong>6 p.m.</strong></td>
<td>68</td>
<td>30</td>
<td>31</td>
<td>33</td>
<td>109</td>
<td>52</td>
</tr>
<tr>
<td><strong>9 p.m.</strong></td>
<td>68</td>
<td>27</td>
<td>62</td>
<td>27</td>
<td>130</td>
<td>54</td>
</tr>
<tr>
<td><strong>10 p.m.</strong></td>
<td>30</td>
<td>12</td>
<td>76</td>
<td>29</td>
<td>105</td>
<td>41</td>
</tr>
<tr>
<td><strong>11 p.m.</strong></td>
<td>23</td>
<td>0</td>
<td>87</td>
<td>16</td>
<td>110</td>
<td>16</td>
</tr>
<tr>
<td><strong>12 a.m.</strong></td>
<td>8</td>
<td>0</td>
<td>69</td>
<td>0</td>
<td>75</td>
<td>0</td>
</tr>
<tr>
<td><strong>1 a.m.</strong></td>
<td>0</td>
<td>0</td>
<td>69</td>
<td>0</td>
<td>69</td>
<td>0</td>
</tr>
<tr>
<td><strong>2 a.m.</strong></td>
<td>0</td>
<td>0</td>
<td>25</td>
<td>0</td>
<td>25</td>
<td>0</td>
</tr>
</tbody>
</table>

**Total Peak Day**  | 768      | 239              | 823      | 205              | 1,378           | 544               |
Parking/People Analysis
Sara Rosa and Cotati Location - Winter peak period Jan 8th-March 15th, 2012

**Santa Rosa Facility - 2 fields**

<table>
<thead>
<tr>
<th>Day/Time</th>
<th>Peak People</th>
<th>Peak Cars</th>
<th>Cars/People</th>
<th>People Per field</th>
<th>Cars per field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday PM</td>
<td>151</td>
<td>59</td>
<td>2.56</td>
<td>75.5</td>
<td>29.5</td>
</tr>
<tr>
<td>Tuesday PM</td>
<td>156</td>
<td>64</td>
<td>2.44</td>
<td>78</td>
<td>32</td>
</tr>
<tr>
<td>Wednesday PM</td>
<td>151</td>
<td>66</td>
<td>2.29</td>
<td>75.5</td>
<td>33</td>
</tr>
<tr>
<td>Thursday PM</td>
<td>120</td>
<td>53</td>
<td>2.26</td>
<td>60</td>
<td>26.5</td>
</tr>
<tr>
<td>Friday PM</td>
<td>138</td>
<td>55</td>
<td>2.51</td>
<td>69</td>
<td>27.5</td>
</tr>
<tr>
<td>Saturday AM</td>
<td>173</td>
<td>68</td>
<td>2.54</td>
<td>86.5</td>
<td>34</td>
</tr>
<tr>
<td>Saturday PM</td>
<td>88</td>
<td>43</td>
<td>2.05</td>
<td>44</td>
<td>21.5</td>
</tr>
<tr>
<td>Sunday AM</td>
<td>161</td>
<td>61</td>
<td>2.64</td>
<td>80.5</td>
<td>30.5</td>
</tr>
<tr>
<td>Sunday PM</td>
<td>186</td>
<td>70</td>
<td>2.66</td>
<td>93</td>
<td>35</td>
</tr>
<tr>
<td><strong>Peak day Average</strong></td>
<td><strong>147.11</strong></td>
<td><strong>59.89</strong></td>
<td><strong>2.44</strong></td>
<td><strong>73.56</strong></td>
<td><strong>29.94</strong></td>
</tr>
</tbody>
</table>

**Santa Rosa Facility - 4 fields**

<table>
<thead>
<tr>
<th>Day/Time</th>
<th>Peak People</th>
<th>Peak Cars</th>
<th>Cars/People</th>
<th>People Per field</th>
<th>Cars per field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday PM</td>
<td>302</td>
<td>118</td>
<td>2.56</td>
<td>151</td>
<td>59</td>
</tr>
<tr>
<td>Tuesday PM</td>
<td>312</td>
<td>128</td>
<td>2.44</td>
<td>156</td>
<td>64</td>
</tr>
<tr>
<td>Wednesday PM</td>
<td>302</td>
<td>132</td>
<td>2.29</td>
<td>151</td>
<td>66</td>
</tr>
<tr>
<td>Thursday PM</td>
<td>240</td>
<td>106</td>
<td>2.26</td>
<td>120</td>
<td>53</td>
</tr>
<tr>
<td>Friday PM</td>
<td>276</td>
<td>110</td>
<td>2.51</td>
<td>138</td>
<td>55</td>
</tr>
<tr>
<td>Saturday AM</td>
<td>346</td>
<td>136</td>
<td>2.54</td>
<td>173</td>
<td>68</td>
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<tr>
<td>Saturday PM</td>
<td>176</td>
<td>86</td>
<td>2.05</td>
<td>88</td>
<td>43</td>
</tr>
<tr>
<td>Sunday AM</td>
<td>322</td>
<td>122</td>
<td>2.64</td>
<td>161</td>
<td>61</td>
</tr>
<tr>
<td>Sunday PM</td>
<td>372</td>
<td>140</td>
<td>2.66</td>
<td>186</td>
<td>70</td>
</tr>
<tr>
<td><strong>Peak day Average</strong></td>
<td><strong>294.22</strong></td>
<td><strong>119.78</strong></td>
<td><strong>2.44</strong></td>
<td><strong>147.11</strong></td>
<td><strong>59.89</strong></td>
</tr>
</tbody>
</table>

**Cotati Facility - 1 field**

<table>
<thead>
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<th>Day/Time</th>
<th>Peak People</th>
<th>Peak Cars</th>
<th>Cars/People</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday PM</td>
<td>84</td>
<td>34</td>
<td>2.47</td>
</tr>
<tr>
<td>Tuesday PM</td>
<td>56</td>
<td>22</td>
<td>2.55</td>
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<tr>
<td>Wednesday PM</td>
<td>63</td>
<td>24</td>
<td>2.63</td>
</tr>
<tr>
<td>Thursday PM</td>
<td>92</td>
<td>36</td>
<td>2.56</td>
</tr>
<tr>
<td>Friday PM</td>
<td>55</td>
<td>21</td>
<td>2.62</td>
</tr>
<tr>
<td>Saturday AM</td>
<td>79</td>
<td>33</td>
<td>2.39</td>
</tr>
<tr>
<td>Saturday PM</td>
<td>74</td>
<td>31</td>
<td>2.39</td>
</tr>
<tr>
<td>Sunday AM</td>
<td>88</td>
<td>36</td>
<td>2.44</td>
</tr>
<tr>
<td>Sunday PM</td>
<td>67</td>
<td>26</td>
<td>2.58</td>
</tr>
<tr>
<td><strong>Peak day Average</strong></td>
<td><strong>73.11</strong></td>
<td><strong>29.22</strong></td>
<td><strong>2.51</strong></td>
</tr>
</tbody>
</table>

**Cotati Facility - 4 fields**

<table>
<thead>
<tr>
<th>Day/Time</th>
<th>Peak People</th>
<th>Peak Cars</th>
<th>Cars/People</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday PM</td>
<td>336</td>
<td>136</td>
<td>2.47</td>
</tr>
<tr>
<td>Tuesday PM</td>
<td>224</td>
<td>88</td>
<td>2.55</td>
</tr>
<tr>
<td>Wednesday PM</td>
<td>252</td>
<td>96</td>
<td>2.63</td>
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<tr>
<td>Thursday PM</td>
<td>368</td>
<td>144</td>
<td>2.56</td>
</tr>
<tr>
<td>Friday PM</td>
<td>220</td>
<td>84</td>
<td>2.62</td>
</tr>
<tr>
<td>Saturday AM</td>
<td>316</td>
<td>132</td>
<td>2.39</td>
</tr>
<tr>
<td>Saturday PM</td>
<td>296</td>
<td>124</td>
<td>2.39</td>
</tr>
<tr>
<td>Sunday AM</td>
<td>352</td>
<td>144</td>
<td>2.44</td>
</tr>
<tr>
<td>Sunday PM</td>
<td>268</td>
<td>104</td>
<td>2.58</td>
</tr>
<tr>
<td><strong>Peak day Average</strong></td>
<td><strong>292.44</strong></td>
<td><strong>116.89</strong></td>
<td><strong>2.51</strong></td>
</tr>
</tbody>
</table>
MONDAY, DECEMBER 20, 2010

SANTA ROSA FACILITY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

<table>
<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th>SMALL FIELD EVENT START TIME</th>
<th>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS (WHETHER IN UNIFORM OR NOT)</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:30 PM</td>
<td>YOUTH GAME</td>
<td>U12 G</td>
<td>4:00 PM</td>
<td>YOUTH GAME</td>
<td>U10 G</td>
<td>4:20 PM</td>
<td>69</td>
<td>28</td>
<td>BH</td>
</tr>
<tr>
<td>5:15 PM</td>
<td>YOUTH GAME</td>
<td>U12 G</td>
<td>4:50 PM</td>
<td>YOUTH GAME</td>
<td>U10 G</td>
<td>5:10 PM</td>
<td>102</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>6:15 PM</td>
<td>YOUTH GAME</td>
<td>U18 G</td>
<td>5:40 PM</td>
<td>YOUTH GAME</td>
<td>U10 G</td>
<td>6:00 PM</td>
<td>82</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>7:15 PM</td>
<td>ADULT GAME</td>
<td>W 30+</td>
<td>6:35 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>7:00 PM</td>
<td>79</td>
<td>33</td>
<td></td>
</tr>
<tr>
<td>7:45 PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>7:30 PM</td>
<td>RENTAL</td>
<td>SAME ABOVE</td>
<td></td>
<td>66</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>8:45 PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>8:25 PM</td>
<td>RENTAL</td>
<td></td>
<td>8:30 PM</td>
<td>64</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>9:45 PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>9:20 PM</td>
<td>RENTAL</td>
<td></td>
<td>9:30 PM</td>
<td>51</td>
<td>33</td>
<td></td>
</tr>
<tr>
<td>10:45 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>10:15 PM</td>
<td></td>
<td></td>
<td></td>
<td>45</td>
<td>38</td>
<td></td>
</tr>
</tbody>
</table>
TUESDAY, DECEMBER 21, 2010

SANTA ROSA FACILITY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

<table>
<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th>SMALL FIELD EVENT START TIME</th>
<th>PEOPLE IN FACILITY INCLUDING EMPLOYEES</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:30 PM</td>
<td>YOUTH GAME</td>
<td>U12 G</td>
<td>4:00 PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>4:20 PM</td>
<td>77</td>
<td>33</td>
<td>CM</td>
</tr>
<tr>
<td>5:20 PM</td>
<td>YOUTH GAME</td>
<td>U12 G</td>
<td>4:50 PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>5:10 PM</td>
<td>90</td>
<td>31</td>
<td>CM</td>
</tr>
<tr>
<td>6:15 PM</td>
<td>ADULT GAME</td>
<td>W OPEN</td>
<td>5:45 PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>6:00 PM</td>
<td>81</td>
<td>33</td>
<td>CM</td>
</tr>
<tr>
<td>7:15 PM</td>
<td>ADULT GAME</td>
<td>W OPEN</td>
<td>6:40 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>7:00 PM</td>
<td>71</td>
<td>29</td>
<td>CM</td>
</tr>
<tr>
<td>8:15 PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>7:35 PM</td>
<td>RENTAL</td>
<td>YOUTH</td>
<td>8:00 PM</td>
<td>52</td>
<td>22</td>
<td>CM</td>
</tr>
<tr>
<td>9:15 PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>8:30 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>9:00 PM</td>
<td>57</td>
<td>36</td>
<td>RB</td>
</tr>
<tr>
<td>9:45 PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>9:25 PM</td>
<td>RENTAL</td>
<td>SAME ABOVE</td>
<td>10:00 PM</td>
<td>47</td>
<td>27</td>
<td>RB</td>
</tr>
<tr>
<td>10:45 PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>10:20 PM</td>
<td></td>
<td></td>
<td></td>
<td>35</td>
<td>24</td>
<td>RB</td>
</tr>
</tbody>
</table>
# Santa Rosa Facility Head Count Survey

**Wednesday, December 22, 2010**

**Note:** At survey time, start with the front south entrance and work your way towards the north east exit.

<table>
<thead>
<tr>
<th>Survey Time</th>
<th>Large Field Event Type</th>
<th>Large Field Event Start Time</th>
<th>Small Field Event Type</th>
<th>Small Field Event Start Time</th>
<th>Total # of People in Facility Including Employees, Refs, All Spectators (Whether in Uniform or Not)</th>
<th># of Cars in the Parking Lot</th>
<th>Employee Taking Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:30 PM</td>
<td>Youth Game U12 B</td>
<td>4:00 PM</td>
<td>Youth Game U8 B</td>
<td>4:20 PM</td>
<td>82</td>
<td>31</td>
<td>EM</td>
</tr>
<tr>
<td>5:15 PM</td>
<td>Youth Game U16 B</td>
<td>4:50 PM</td>
<td>Youth Game U8 B</td>
<td>5:10 PM</td>
<td>88</td>
<td>37</td>
<td>EM</td>
</tr>
<tr>
<td>6:15 PM</td>
<td>Youth Game U12 B</td>
<td>5:40 PM</td>
<td>Youth Game U10 G</td>
<td>6:00 PM</td>
<td>96</td>
<td>34</td>
<td>EM</td>
</tr>
<tr>
<td>7:15 PM</td>
<td>Adult Game W 30+</td>
<td>6:35 PM</td>
<td>Rental Adult</td>
<td>7:00 PM</td>
<td>69</td>
<td>30</td>
<td>EM</td>
</tr>
<tr>
<td>8:15 PM</td>
<td>Adult Game W 30+</td>
<td>7:30 PM</td>
<td>Rental Adult</td>
<td>8:00 PM</td>
<td>58</td>
<td>26</td>
<td>Nick</td>
</tr>
<tr>
<td>9:05 PM</td>
<td>Adult Game M 30+</td>
<td>8:25 PM</td>
<td>Rental Adult</td>
<td>9:00 PM</td>
<td>49</td>
<td>33</td>
<td>Nick</td>
</tr>
<tr>
<td>10:05 PM</td>
<td>Adult Game M 30+</td>
<td>9:20 PM</td>
<td>Rental Adult</td>
<td>10:00 PM</td>
<td>39</td>
<td>29</td>
<td>Nick</td>
</tr>
<tr>
<td>10:40 PM</td>
<td>Adult Game M 30+</td>
<td>10:20 PM</td>
<td></td>
<td></td>
<td>30</td>
<td>27</td>
<td>Nick</td>
</tr>
</tbody>
</table>
THURSDAY, DECEMBER 23, 2010

SANTA ROSA FACILITY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

<table>
<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th>SMALL FIELD EVENT START TIME</th>
<th>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS (WHETHER IN UNIFORM OR NOT)</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:30 PM</td>
<td>YOUTH GAME</td>
<td>U12 B</td>
<td>4:00 PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>4:20 PM</td>
<td>79</td>
<td>34</td>
<td>BH</td>
</tr>
<tr>
<td>5:15 PM</td>
<td>YOUTH GAME</td>
<td>U12 B</td>
<td>4:50 PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>5:10 PM</td>
<td>91</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>6:15 PM</td>
<td>ADULT GAME</td>
<td>W 30+</td>
<td>5:45 PM</td>
<td>YOUTH GAME</td>
<td>U12 G</td>
<td>6:00PM</td>
<td>75</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>7:15 PM</td>
<td>ADULT GAME</td>
<td>W 30+</td>
<td>6:40 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>7:00 PM</td>
<td>56</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>8:15 PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>7:35 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>8:00 PM</td>
<td>59</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>9:05 PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>8:30 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>9:00 PM</td>
<td>55</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>9:45 PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>9:25 PM</td>
<td></td>
<td></td>
<td></td>
<td>32</td>
<td>21</td>
<td>B.W.</td>
</tr>
</tbody>
</table>
**THURSDAY, DECEMBER 16, 2010**

**SANTA ROSA FACILITY HEAD COUNT SURVEY**

**NOTE:** AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

<table>
<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th># OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS (WHETHER IN UNIFORM OR</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:15 PM</td>
<td>YOUTH GAME</td>
<td>U12 B</td>
<td>4:00 PM</td>
<td>LK</td>
<td>4-6 micro</td>
<td>61</td>
<td>22</td>
<td>BH</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>YOUTH GAME</td>
<td>U14 B</td>
<td>4:50 PM</td>
<td>RENTAL</td>
<td>U10 G</td>
<td>66</td>
<td>29</td>
<td>BH</td>
</tr>
<tr>
<td>6:15 PM</td>
<td>ADULT GAME</td>
<td>W OPEN</td>
<td>5:45 PM</td>
<td>RENTAL</td>
<td>U8 B</td>
<td>60</td>
<td>24</td>
<td>BH</td>
</tr>
<tr>
<td>7:00 PM</td>
<td>ADULT GAME</td>
<td>W 30+</td>
<td>6:40 PM</td>
<td>RENTAL</td>
<td>U8 B</td>
<td>58</td>
<td>25</td>
<td>BH</td>
</tr>
<tr>
<td>8:00 PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>7:35 PM</td>
<td>RENTAL</td>
<td>YOUTH</td>
<td>58</td>
<td>23</td>
<td>J.G.</td>
</tr>
<tr>
<td>9:00 PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>8:30 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>44</td>
<td>25</td>
<td>J.G.</td>
</tr>
<tr>
<td>9:45 PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>9:25 PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>48</td>
<td>31</td>
<td>J.G.</td>
</tr>
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</table>
FRIDAY, DECEMBER 17, 2010

SANTA ROSA FACILITY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

<table>
<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th>PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS (WHETHER IN)</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:15 PM</td>
<td>YOUTH GAME</td>
<td>U14 B</td>
<td>4:00 PM</td>
<td>LK</td>
<td>HOP, BIG FEET</td>
<td>55</td>
<td>22</td>
<td>Ben</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>YOUTH GAME</td>
<td>U16 B</td>
<td>4:50 PM</td>
<td>LK</td>
<td>4-6, 7-10</td>
<td>69</td>
<td>28</td>
<td>Ben</td>
</tr>
<tr>
<td>6:15 PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>5:45 PM</td>
<td>RENTAL YOUTH</td>
<td>66</td>
<td>30</td>
<td>Ben</td>
<td></td>
</tr>
<tr>
<td>7:00 PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>6:40 PM</td>
<td>RENTAL YOUTH</td>
<td>55</td>
<td>25</td>
<td>Ben</td>
<td></td>
</tr>
<tr>
<td>8:00 PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>7:35 PM</td>
<td>RENTAL YOUTH</td>
<td>61</td>
<td>28</td>
<td>JR</td>
<td></td>
</tr>
<tr>
<td>9:00 PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>8:30 PM</td>
<td>RENTAL YOUTH</td>
<td>50</td>
<td>27</td>
<td>JR</td>
<td></td>
</tr>
<tr>
<td>9:45 PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>9:25 PM</td>
<td>RENTAL ADULT</td>
<td>48</td>
<td>33</td>
<td>JR</td>
<td></td>
</tr>
<tr>
<td>10:45 PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>10:20 PM</td>
<td>RENTAL ADULT</td>
<td>37</td>
<td>32</td>
<td>JR</td>
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**MONDAY, JANUARY 24, 2011**

**SANTA ROSA FACILTY HEAD COUNT SURVEY**

*NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK*

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<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th>SMALL FIELD EVENT START TIME</th>
<th>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS (WHETHER IN UNIFORM OR NOT)</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:15PM</td>
<td>YOUTH GAME</td>
<td>U16 G</td>
<td>4:00PM</td>
<td></td>
<td></td>
<td></td>
<td>48</td>
<td>19</td>
<td>NP</td>
</tr>
<tr>
<td>5:15PM</td>
<td>YOUTH GAME</td>
<td>U14 G</td>
<td>4:50PM</td>
<td>RENTAL</td>
<td>YOUTH</td>
<td>5:00PM</td>
<td>71</td>
<td>26</td>
<td>NP</td>
</tr>
<tr>
<td>6:15PM</td>
<td>ADULT GAME</td>
<td>W 30+</td>
<td>5:45PM</td>
<td>RENTAL</td>
<td>YOUTH</td>
<td>6:00PM</td>
<td>64</td>
<td>24</td>
<td>NP</td>
</tr>
<tr>
<td>7:15PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>6:40PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>7:00PM</td>
<td>55</td>
<td>24</td>
<td>SA</td>
</tr>
<tr>
<td>8:15PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>7:35PM</td>
<td>RENTAL</td>
<td>ADULT</td>
<td>8:00PM</td>
<td>59</td>
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<tr>
<td>9:00PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>8:30PM</td>
<td></td>
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<td></td>
<td>41</td>
<td>29</td>
<td>SA</td>
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<tr>
<td>9:45PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>9:25PM</td>
<td></td>
<td></td>
<td></td>
<td>39</td>
<td>31</td>
<td>SA</td>
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</table>
TUESDAY, JANUARY 25, 2011

SANTA ROSA FACILITY HEAD COUNT SURVEY
NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK

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<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th>SMALL FIELD EVENT START TIME</th>
<th>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS WHETHER IN UNIFORM OR NOT</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:30PM</td>
<td></td>
<td></td>
<td>YOUTH GAME</td>
<td>U8 B</td>
<td>4:20PM</td>
<td>38</td>
<td>14</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>5:15PM</td>
<td>YOUTH GAME</td>
<td>U16 G</td>
<td>4:50PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>5:10PM</td>
<td>77</td>
<td>27</td>
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</tr>
<tr>
<td>6:05PM</td>
<td>YOUTH GAME</td>
<td>U14 G</td>
<td>5:40PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>6:00PM</td>
<td>82</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>7:15PM</td>
<td>ADULT GAME</td>
<td>W OPEN</td>
<td>6:40PM</td>
<td>RENTAL YOUTH</td>
<td></td>
<td>7:00PM</td>
<td>61</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>7:45PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>7:35PM</td>
<td>RENTAL</td>
<td></td>
<td>53</td>
<td>27</td>
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<td>30</td>
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<tr>
<td>8:45PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>8:30PM</td>
<td></td>
<td></td>
<td>40</td>
<td>29</td>
<td>30</td>
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</tr>
<tr>
<td>9:45PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>9:25PM</td>
<td>RENTAL ADULT</td>
<td></td>
<td>33</td>
<td>30</td>
<td>27</td>
<td>24</td>
</tr>
<tr>
<td>10:45PM</td>
<td>ADULT GAME</td>
<td>M OPEN</td>
<td>10:20PM</td>
<td>RENTAL SAME</td>
<td></td>
<td>27</td>
<td>24</td>
<td>27</td>
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</tr>
<tr>
<td>SURVEY TIME</td>
<td>LARGE FIELD EVENT TYPE</td>
<td>LARGE FIELD EVENT DESC.</td>
<td>LARGE FIELD EVENT START TIME</td>
<td>SMALL FIELD EVENT TYPE</td>
<td>SMALL FIELD EVENT DESC.</td>
<td>SMALL FIELD EVENT START TIME</td>
<td>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS (WHETHER IN UNIFORM OR NOT)</td>
<td># OF CARS IN THE PARKING LOT</td>
<td>EMPLOYEE TAKING SURVEY</td>
</tr>
<tr>
<td>-------------</td>
<td>------------------------</td>
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<td>-------------------------</td>
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<td>---------------------------------------------------------------------------------</td>
<td>----------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>4:15PM</td>
<td>YOUTH GAME</td>
<td>U12 B</td>
<td>4:00PM</td>
<td></td>
<td></td>
<td></td>
<td>41</td>
<td>19</td>
<td>NP</td>
</tr>
<tr>
<td>5:00PM</td>
<td>YOUTH GAME</td>
<td>U12 B</td>
<td>4:50PM</td>
<td>LK</td>
<td></td>
<td>4:30PM</td>
<td>66</td>
<td>25</td>
<td>NP</td>
</tr>
<tr>
<td>6:00PM</td>
<td>ADULT GAME</td>
<td>W 30+</td>
<td>5:45PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>5:45PM</td>
<td>84</td>
<td>33</td>
<td>NP</td>
</tr>
<tr>
<td>7:00PM</td>
<td>ADULT GAME</td>
<td>W OPEN</td>
<td>6:40PM</td>
<td>YOUTH GAME</td>
<td>U10 B</td>
<td>6:35PM</td>
<td>66</td>
<td>37</td>
<td>NP</td>
</tr>
<tr>
<td>8:00PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>7:35PM</td>
<td>RENTAL ADULT</td>
<td></td>
<td>7:30PM</td>
<td>51</td>
<td>24</td>
<td>DR</td>
</tr>
<tr>
<td>9:00PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>8:30PM</td>
<td>RENTAL ADULT</td>
<td></td>
<td>8:30PM</td>
<td>45</td>
<td>28</td>
<td>DR</td>
</tr>
<tr>
<td>9:45PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>9:25PM</td>
<td>RENTAL ADULT</td>
<td></td>
<td>9:30PM</td>
<td>41</td>
<td>29</td>
<td>DR</td>
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</tbody>
</table>
**THURSDAY, JANUARY 27, 2011**

**SANTA ROSA FACILITY HEAD COUNT SURVEY**

**NOTE:** AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK

<table>
<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th>SMALL FIELD EVENT START TIME</th>
<th>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS (WHETHER IN UNIFORM OR NOT)</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:15PM</td>
<td>YOUTH GAME</td>
<td>U14 B</td>
<td>4:00PM</td>
<td>LK</td>
<td>3:30PM</td>
<td>44</td>
<td>18</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>5:00PM</td>
<td>YOUTH GAME</td>
<td>U14 B</td>
<td>4:50PM</td>
<td>RENTAL YOUTH</td>
<td>4:45PM</td>
<td>53</td>
<td>22</td>
<td>NA</td>
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<tr>
<td>6:00PM</td>
<td>ADULT GAME</td>
<td>W 30+</td>
<td>5:45PM</td>
<td>SAME</td>
<td>SAME</td>
<td>68</td>
<td>26</td>
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<tr>
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<td>ADULT GAME</td>
<td>W 30+</td>
<td>6:40PM</td>
<td>WOMEN SKILLS</td>
<td>6:30PM</td>
<td>42</td>
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<td>KA</td>
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<td>ADULT GAME</td>
<td>M 30+</td>
<td>7:35PM</td>
<td>WOMEN SKILLS</td>
<td>7:30PM</td>
<td>46</td>
<td>23</td>
<td>KA</td>
<td></td>
</tr>
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<td>9:00PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>8:30PM</td>
<td>RENTAL ADULT</td>
<td>8:45PM</td>
<td>45</td>
<td>28</td>
<td>KA</td>
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<tr>
<td>9:45PM</td>
<td>ADULT GAME</td>
<td>M 30+</td>
<td>9:25PM</td>
<td></td>
<td></td>
<td>29</td>
<td>25</td>
<td>KA</td>
<td></td>
</tr>
</tbody>
</table>

*NA employee no showed to survey shift so no survey was taken.*
FRIDAY, JANUARY 28, 2011

SANTA ROSA FACILITY HEAD COUNT SURVEY
NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK

<table>
<thead>
<tr>
<th>SURVEY TIME</th>
<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
<th>SMALL FIELD EVENT START TIME</th>
<th>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS WHETHER IN UNIFORM OR NOT</th>
<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:15PM</td>
<td>YOUTH GAME</td>
<td>U14 B</td>
<td>4:00PM</td>
<td>LK</td>
<td>3:30PM</td>
<td>50</td>
<td></td>
<td>21</td>
<td>(NP)</td>
</tr>
<tr>
<td>5:00PM</td>
<td>YOUTH GAME</td>
<td>U16 B</td>
<td>4:50PM</td>
<td>LK</td>
<td>4:30PM</td>
<td>61</td>
<td></td>
<td>25</td>
<td>(NP)</td>
</tr>
<tr>
<td>6:00PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>5:45PM</td>
<td>RENTAL YOUTH</td>
<td>5:45PM</td>
<td>59</td>
<td></td>
<td>26</td>
<td>(NP)</td>
</tr>
<tr>
<td>7:00PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>6:40PM</td>
<td>RENTAL YOUTH</td>
<td>6:45PM</td>
<td>62</td>
<td></td>
<td>24</td>
<td>(NP)</td>
</tr>
<tr>
<td>8:00PM</td>
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<td>C 30+</td>
<td>7:35PM</td>
<td>RENTAL YOUTH</td>
<td>7:45PM</td>
<td>48</td>
<td></td>
<td>20</td>
<td>KB</td>
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<tr>
<td>9:00PM</td>
<td>ADULT GAME</td>
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<td></td>
<td>29</td>
<td>KB</td>
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<tr>
<td>10:00PM</td>
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<td>RENTAL ADULT</td>
<td>9:45PM</td>
<td>32</td>
<td></td>
<td>26</td>
<td>KB</td>
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<tr>
<td>10:45PM</td>
<td>ADULT GAME</td>
<td>C 30+</td>
<td>10:20PM</td>
<td></td>
<td></td>
<td>27</td>
<td></td>
<td>24</td>
<td>KB</td>
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<td>Survey Time</td>
<td>Large Field Event Type</td>
<td>Large Field Event Desc.</td>
<td>Large Field Event START Time</td>
<td>Small Field Event Type</td>
<td>Small Field Event Desc.</td>
<td>Small Field Event START Time</td>
<td>Total # of People in Facility Including Employees, Refs, All Spectators (Whether in Uniform or Not)</td>
<td># of Cars in the Parking Lot</td>
<td>Employee Taking Survey</td>
</tr>
<tr>
<td>-------------</td>
<td>------------------------</td>
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<td>------------------------</td>
</tr>
<tr>
<td>4:30PM</td>
<td>YOUTH GAME</td>
<td>U12 G</td>
<td>4:00PM</td>
<td>YOUTH GAME</td>
<td>U10 G</td>
<td>4:20PM</td>
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<td>24</td>
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<td>5:15PM</td>
<td>YOUTH GAME</td>
<td>U14 G</td>
<td>4:50PM</td>
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<td>U8 G</td>
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<td>16</td>
</tr>
<tr>
<td>6:15PM</td>
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**WEDNESDAY, FEBRUARY 23, 2011**

**SANTA ROSA FACILITY HEAD COUNT SURVEY**

**NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK**

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<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
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# Santa Rosa Facility Head Count Survey

**Tuesday, March 13, 2012**

**NOTE:** At survey time, start with the front south entrance and work your

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**Wednesday, March 14, 2012**

**SANTA ROSA FACILITY HEAD COUNT SURVEY**

**NOTE:** AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK

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<th>LARGE FIELD EVENT START TIME</th>
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## Thursday, March 15, 2012
### SANTA ROSA FACILTY HEAD COUNT SURVEY

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## SANTA ROSA FACILTY HEAD COUNT SURVEY

**NOTE:** AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK

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<th>LARGE FIELD EVENT START TIME</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT START TIME</th>
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<th># OF CARS IN THE PARKING LOT</th>
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Monday, May 14, 2012
SANTA ROSA FACILITY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

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Note: At survey time, start with the front south entrance and work.
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<th>Large Field Event Start Time</th>
<th>Small Field Event Type</th>
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<th>Employee Taking Survey</th>
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Friday, May 18, 2012
SANTA ROSA FACILITY HEAD COUNT

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE

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## SANTA ROSA FACILITY HEAD COUNT SURVEY

**NOTE:** AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

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<tr>
<th>SURVEY TIME</th>
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Tuesday, July 10, 2012
SANTA ROSA FACILTY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

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**Wednesday, July 11, 2012**  
**SANTA ROSA FACILITY HEAD COUNT SURVEY**

**NOTE:** AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

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<th>LARGE FIELD EVENT START TIME</th>
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Thursday, July 12, 2012
SANTA ROSA FACILTY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

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<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
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<th># OF CARS IN THE PARKING LOT</th>
<th>EMPLOYEE TAKING SURVEY</th>
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Friday, July 13, 2012
SANTA ROSA FACILITY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE

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**Monday, August 20, 2012**
**SANTA ROSA FACILITY HEAD COUNT SURVEY**

**NOTE:** AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

<table>
<thead>
<tr>
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<th>LARGE FIELD EVENT TYPE</th>
<th>LARGE FIELD EVENT DESC.</th>
<th>LARGE FIELD EVENT START TIME</th>
<th># OF PLAYERS ON LARGE FIELD INCLUDING PLAYER'S BOXES</th>
<th># OF SPECTATORS IN ATTENDANCE FOR LARGE FIELD EVENT (EXCLUDING PEOPLE IN SOCCER UNIFORMS)*</th>
<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC.</th>
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<th># OF PLAYERS ON SMALL FIELD INCLUDING PLAYER'S BOXES</th>
<th># OF SPECTATORS IN ATTENDANCE FOR SMALL FIELD EVENT (EXCLUDING PEOPLE IN SOCCER UNIFORMS)*</th>
<th>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REF'S, ALL SPECTATORS (WHETHER IN UNIFORM OR NOT)</th>
<th><strong>Employee Taking Survey</strong></th>
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Tuesday, August 21, 2012
SANTA ROSA FACILITY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

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<th>LARGE FIELD EVENT START TIME</th>
<th># OF PLAYERS ON LARGE FIELD INCLUDING PLAYER'S BOXES</th>
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<th>SMALL FIELD EVENT TYPE</th>
<th>SMALL FIELD EVENT DESC</th>
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<th># OF PLAYERS ON SMALL FIELD INCLUDING PLAYER'S BOXES</th>
<th># OF SPECTATORS IN ATTENDANCE FOR SMALL FIELD EVENT (EXCLUDING PEOPLE IN SOCCER UNIFORMS)*</th>
<th>TOTAL # OF PEOPLE IN FACILITY INCLUDING EMPLOYEES, REFS, ALL SPECTATORS (WHETHER IN UNIFORM OR NOT)</th>
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### SANTA ROSA FACILITY HEAD COUNT SURVEY

**NOTE:** AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

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<th>LARGE FIELD EVENT START TIME</th>
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<th># OF CARS IN THE PARKING LOT</th>
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<td>RENTAL</td>
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<td>JP</td>
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<tr>
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<td>RENTAL</td>
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Thursday, August 23, 2012
SANTA ROSA FACILITY HEAD COUNT SURVEY

NOTE: AT SURVEY TIME, START WITH THE FRONT SOUTH ENTRANCE AND WORK YOUR WAY TOWARDS THE NORTH EAST EXIT.

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Friday, August 24, 2012
SANTA ROSA FACILITY HEAD COUNT SURVEY

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<th>SMALL FIELD EVENT START TIME</th>
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<th># OF CARS IN THE PARKING LOT</th>
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<td>20</td>
<td>MF</td>
</tr>
</tbody>
</table>
APPENDIX C

CAP New Development Checklist
APPENDIX E: CAP NEW DEVELOPMENT CHECKLIST

To ensure new development projects are compliant with the City’s Climate Action Plan, the following checklist has been developed. This checklist should be filled out for each new project, subject to discretionary review, to allow new development to find a less than significant impact for greenhouse gas emissions in the environmental review process.

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
<th>Compliance</th>
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<tbody>
<tr>
<td>1.1.1</td>
<td>Comply with Cal Green Tier 1 standards*</td>
<td>X</td>
</tr>
<tr>
<td>1.1.3</td>
<td>If after 2020, all new development will utilize zero net electricity*</td>
<td>X</td>
</tr>
<tr>
<td>1.3.1</td>
<td>Install real-time energy monitors to track energy use*</td>
<td>X</td>
</tr>
<tr>
<td>1.4.2</td>
<td>Comply with the City’s tree preservation ordinance*</td>
<td>X</td>
</tr>
<tr>
<td>1.4.3</td>
<td>Provide public &amp; private trees in compliance with the zoning code*</td>
<td>X</td>
</tr>
<tr>
<td>1.5</td>
<td>Install new sidewalks and paving with high solar reflectivity materials*</td>
<td>X</td>
</tr>
<tr>
<td>2.1.3</td>
<td>Pre-wire and pre-plumb for solar thermal or PV systems</td>
<td>X</td>
</tr>
<tr>
<td>3.1.2</td>
<td>Supports implementation of station plans and corridor plans</td>
<td>X</td>
</tr>
<tr>
<td>3.2.1</td>
<td>Provide on-site services such as ATMs or dry cleaning to site users</td>
<td>X</td>
</tr>
<tr>
<td>3.2.2</td>
<td>Improve non-vehicular network to promote walking, biking</td>
<td>X</td>
</tr>
<tr>
<td>3.2.3</td>
<td>Support mixed use, higher density development near services</td>
<td>X</td>
</tr>
<tr>
<td>3.3.1</td>
<td>Provide affordable housing near transit</td>
<td>X</td>
</tr>
<tr>
<td>3.5.1</td>
<td>Unbundle parking from property cost</td>
<td>X</td>
</tr>
<tr>
<td>3.6.1</td>
<td>Install calming features to improve ped/bike experience</td>
<td>X</td>
</tr>
<tr>
<td>4.1.1</td>
<td>Implement the Bicycle and Pedestrian Master Plan</td>
<td>X</td>
</tr>
<tr>
<td>4.1.2</td>
<td>Install bicycle parking consistent with regulations*</td>
<td>X</td>
</tr>
<tr>
<td>4.1.3</td>
<td>Provide bicycle safety training to residents and employees</td>
<td>X</td>
</tr>
<tr>
<td>4.2.2</td>
<td>Provide safe spaces to wait for bus arrival</td>
<td>X</td>
</tr>
<tr>
<td>4.3.2</td>
<td>Provide parking for car sharing operations</td>
<td>X</td>
</tr>
<tr>
<td>4.3.4</td>
<td>Work with large employers to provide rideshare programs</td>
<td>X</td>
</tr>
<tr>
<td>4.3.5</td>
<td>Consider expanding employee programs promoting transit use</td>
<td>X</td>
</tr>
<tr>
<td>4.3.6</td>
<td>Provide awards for employee use of alternative commute options</td>
<td>X</td>
</tr>
</tbody>
</table>
# NEW DEVELOPMENT CHECKLIST

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
<th>Compiles</th>
<th>Does Not Comply</th>
<th>N/A</th>
<th>See Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.3.7</td>
<td>Require new employers of 50+ provide subsidized transit passes*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4.3.9</td>
<td>Provide space for additional park-and-ride lots</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4.5.1</td>
<td>Include facilities for residents that promote telecommuting</td>
<td></td>
<td></td>
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<tr>
<td>5.1.2</td>
<td>Install electric vehicle charging equipment</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5.2.1</td>
<td>Provide alternative fuels at new re-fueling stations*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6.1.4</td>
<td>Increase diversion of construction waste*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>7.1.1</td>
<td>Reduce potable water use for outdoor landscaping*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>7.1.3</td>
<td>Use water meters which track real-time water use*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>7.3.2</td>
<td>Install dual plumbing in locations with current or future recycled water capabilities*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>8.1.3</td>
<td>Establish community gardens and urban farms</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9.1.2</td>
<td>Provide outdoor electrical outlets for charging lawn equipment</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9.1.3</td>
<td>Install low water use landscapes*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9.2.1</td>
<td>Minimize construction equipment idling time to 5 minutes or less*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9.2.2</td>
<td>Maintain construction equipment per manufacturer's specs*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9.2.3</td>
<td>Limit GHG construction equipment emissions by using electrified equipment of alternative fuels*</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

*To be in compliance with the CAP, all measures denoted with an asterisk are required in all new development projects unless otherwise specified. If a project cannot meet one or more of the mandatory requirements, substitutions may be made from other measures listed at the discretion of the Chief Building Official.

**DISCUSSION (PLEASE LIST POLICY #)**
APPENDIX D

Tree Mitigation Summary
# TREE MITIGATION SUMMARY

**TREES TO BE REMOVED:**

<table>
<thead>
<tr>
<th>CALIPER (D.B.H.)</th>
<th>SPECIES</th>
<th>NO. OF 15 GALLON REPLACEMENTS REQ.</th>
</tr>
</thead>
<tbody>
<tr>
<td>30&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD (DOUBLE TRUNK)</td>
<td>10</td>
</tr>
<tr>
<td>4&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD</td>
<td>2</td>
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<tr>
<td>27&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD</td>
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<tr>
<td>27&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD</td>
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<tr>
<td>15&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD</td>
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<tr>
<td>24&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD</td>
<td>8</td>
</tr>
<tr>
<td>6&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD</td>
<td>2</td>
</tr>
<tr>
<td>6&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD</td>
<td>2</td>
</tr>
<tr>
<td>24&quot;</td>
<td>SEQUOIA SEMPERVIRENS / COAST REDWOOD (DEAD)</td>
<td>8</td>
</tr>
<tr>
<td>14&quot;</td>
<td>PLATANUS ACERIFOLIA / LONDON PLANE (DOUBLE TRUNK)</td>
<td>6</td>
</tr>
</tbody>
</table>

**TOTAL NUMBER OF TREES TO BE REMOVED:** 10

**TOTAL NUMBER OF 15 GAL. MITIGATION TREES REQUIRED:** 64

**TOTAL NUMBER OF REPLACEMENT TREES PROPOSED:** 86