



**Storage Pro/Self Storage Project**  
4420 Sonoma Highway, Santa Rosa, CA (Sonoma County)  
Assessor's Parcel Nos.: 032-010-010

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

Date: February 12, 2013



**DATE:** February 12, 2013

**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 – STORAGE PRO/SELF STORAGE 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:**

Storage Pro Self Storage Project

**Location:**

4420 Sonoma Highway, Santa Rosa, Sonoma County, California, APN: 032-010-010

**Property Description:**

The project area is comprised of a single parcel totaling approximately 2.65 acres. The site is bordered by Sonoma Highway to the northwest, a commercial center including car wash, retail and offices to the northeast, retail commercial to the southeast and Santa Rosa Creek to the southwest. The overall site slopes to the southeast. Site elevation ranges from 220 ft. to 240 ft. A small drainage channel runs behind an existing residence. Vegetation includes native grasses, blackberry bushes and several large trees. Riparian vegetation exists within the creek channel. Existing improvements include a single family dwelling and several outbuildings. Access to the site is obtained by a single driveway from Sonoma Highway.

The project site is designated as Retail and Business Services (RBS) under the General Plan, and zoned General Commercial (CG). The Santa Rosa General Plan designates Sonoma Highway as a scenic road and encourages “appropriate and thoughtful urban planning” to enhance its scenic character.

**Project Description:**

*Overall Site Improvements*

The proposal project involves a self-storage facility to serve the eastern area of the City. The project includes the construction of three (3) buildings. Each of the buildings will be three stories, with a total

square footage of approximately 29,650 sq. ft. Building 1, fronting Sonoma Highway, will contain a small office for reception and the on-site manager. Proposed buildings are situated to preserve a native oak grove along the northeastern part of the site and maintain required setbacks from Santa Rosa Creek. Buildings are predominantly organized around interior corridors leading to individual storage spaces. Storage units on the lower level will have direct access from the drive aisles. Upper level access will be by elevators in each building.

Building 1 uses an expansive window wall system on north and east. The west elevation for this building creates a visual rhythm of alternating materials and articulations. The office/reception area in the Building 1 is the only area of the project that will be heated and cooled. Natural ventilation will occur at the operable windows located in corridors. Mechanical ventilation will be used as well.

Pole-mounted lights at the parking area will illuminate this area and the entry gate for safe pedestrian and vehicular access. Building mounted lights use a focused wall sconce to highlight building entries at lobbies and first level storage spaces. Existing oak trees at the site entrance have lower voltage accent lights. All lighting will be designed and located to prevent light and glare on neighboring properties.

Access to the site is from a single driveway from Sonoma Highway. Five parking spaces are proposed, including 1 accessible parking space. Drive aisles around buildings will contain space for loading and unloading customer vehicles. Bicycle parking is also provided consistent with Zoning requirements.

Existing site drainage is southerly from Sonoma Highway to Santa Rosa Creek. On-site storm drainage will outlet to an on-site retention area in the northeastern area of the site near the existing stand of oak trees. This area will be used to provide storm water treatment and volume capture by natural filtration. High storm water drainage will be collected in a second storm drain pipe that will flow to the southern portion of the site within the creek setback and then be piped to Santa Rosa Creek via an existing storm drain located on the adjacent property to the east near the common property line. This storm drain is adequately sized to carry the added flow of this project. A private drainage easement will allow the offsite drainage to occur. A small drainage tributary traversing the site will surface drain to a proposed bio-retention bed within the creek setback where water will filter into the native soils. Excess runoff that does not filter in the soils will flow into the on-site drainage inlet and then onto the neighboring property storm drain system.

California native plants will be used for site landscaping in order to create a natural aesthetic as well as to provide for low maintenance and reduced water needs. Where possible the existing mature trees (specifically oaks) are being preserved. A total of 21 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. All irrigation will be drip system using a smart controller.

#### *Santa Rosa Climate Action Plan Compliance (SRCAP)*

The Storage Pro Self Storage 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 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020):** A Tree Preservation and Mitigation Plan for the Storage Pro Project was prepared by John C. Meserve of Horticultural Associates in May 2012. Approximately 21 trees will be removed. Of these, 3 Valley Oaks and 1 Douglas Fir tree 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 of the Storage Pro Project shown on the Planning, Lighting and Irrigation Plan (sheet L-PL&I) 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 21 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.

**Policy 1.5 – Install new sidewalks and paving with high solar reflectivity materials:** All proposed sidewalks, driveways (along Sonoma Highway) and parking areas will be paved with hard materials that contain either color or other enhancements to provide enhanced reflectivity. Paved areas including drive corridors will be paved with asphaltic concrete.

**Policy 4.1. - Install bicycle parking consistent with regulations:** In compliance with Santa Rosa's regulations, the project includes (Sheet C1) includes installation of parking for 3 bikes; 1 long term and 2 short term spaces. Bike parking will be utilized for employees and customers.

**Policy 6.1.3 – Increase diversion of construction waste:** Prior to construction the developer will meet with project contractors, waste and recycling companies to analyze construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes exceeding the requirements of the City Codes.

**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. A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and metering will be shown on final landscaping and irrigation plans.

**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 (Sheet L-PL & I).

**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 Mitigation Measure AQ-1.

**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.

**Policy 3.2.2 – Improve non-vehicular network to promote walking and biking.** No frontage improvements currently exist along the Sonoma Highway frontage. Project improvements (Sheet C1

& C2 Improvement Plans) including bike lane, sidewalks and driveways will improve safety and promote biking and walking at and around the site.

**Policy 4.1.1** – Implement the Bicycle and Pedestrian Master Plan. Proposed project improvements will include installation of a bike lane and sidewalks in compliance with the Santa Rosa Bicycle and Pedestrian Master Plan.

**Policy 4.1.3** – Provide bicycle safety training to residents, employees and motorists. Storage Pro will provide all new employees with educational material regarding bicycle transit and safety. Materials will be obtained from the Sonoma County Bicycle Coalition.

**Policy 4.3.3** – Consider expanding employee programs promoting transit use. The Storage Pro Project site is near transit facilities located on Mission Boulevard. All Storage Pro employees will be provided with transit information for commuting options.

#### *Required Entitlements/Permits*

In addition to the requisite building and/or encroachment permits, a Minor Use Permit (MUP) and Design Review approval is required for personal storage facilities, pursuant to Zoning Code Section 20-23. A Variance is required to allow building #1 to be located within the front yard setback.

#### **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 30-day (thirty-day) public review period shall commence on February 15, 2013.** 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 **March 19, 2013**. The City of Santa Rosa Design Review Board will hold a public meeting on the Initial Study/Mitigated Negative Declaration and project merits on **March 21, 2013**, 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:** Storage Pro – Self Storage Project
  
- 2. Lead Agency Name & Address:** City of Santa Rosa  
Community Development Department  
Planning Division  
100 Santa Rosa Avenue (P.O. Box 1678)  
Santa Rosa, California 95402-1678
  
- 3. Contact Person & Phone Number:** Bill Rose, Senior Planner  
Phone number: (707) 543-3253  
Email: wrose@srcity.org
  
- 4. Project Location:** The site is located in the City of Santa Rosa, Sonoma County, California at 4420 Sonoma Highway, Santa Rosa, Sonoma County, California, APNs: 032-010-010 (See Vicinity Map, attached).
  
- 5. Project Sponsor's Name & Address:** Storage Pro, Inc.  
1615 Bonanza Street, Suite 208  
Walnut Creek, CA 94597
  
- 6. General Plan Designation:** Retail and Business Services
  
- 7. Zoning:** CG (General Commercial)
  
- 8. Description of Project:**

### *Overall Site Improvements*

The proposal project involves a self-storage facility to serve the eastern area of the City. The project includes the construction of three (3) buildings. Each of the buildings will be three stories, with a total square footage of approximately 29,650 sq. ft. Building 1, fronting Sonoma Highway, will contain a small office for reception and the on-site manager. Proposed buildings are situated to preserve a native oak grove along the northeastern part of the site and maintain required setbacks from Santa Rosa Creek. Buildings are predominantly organized around interior corridors leading to individual storage spaces. Storage units on the lower level will have direct access from the drive aisles. Upper level access will be by elevators in each building.

Building 1 uses an expansive window wall system on north and east. The west elevation for this building creates a visual rhythm of alternating materials and articulations. The office/reception area in the Building 1 is the only area of the project that will be heated and cooled. Natural ventilation will occur at the operable windows located in corridors. Mechanical ventilation will be used as well.

Pole-mounted lights at the parking area will illuminate this area and the entry gate for safe pedestrian and vehicular access. Building mounted lights use a focused wall sconce to highlight building entries at lobbies and first level storage spaces. Existing oak trees at the site entrance have lower voltage accent lights. All lighting will be designed and located to prevent light and glare on neighboring properties.

Access to the site is from a single driveway from Sonoma Highway. Five parking spaces are proposed, including 1 accessible parking space. Drive aisles around buildings will contain space for loading and unloading customer vehicles. Bicycle parking is also provided consistent with Zoning requirements.

Existing site drainage is southerly from Sonoma Highway to Santa Rosa Creek. On-site storm drainage will outlet to an on-site retention area in the northeastern area of the site near the existing stand of oak trees. This area will be used to provide storm water treatment and volume capture by natural filtration. High storm water drainage will be collected in a second storm drain pipe that will flow to the southern portion of the site within the creek setback and then be piped to Santa Rosa Creek via an existing storm drain located on the adjacent property to the east near the common property line. This storm drain is adequately sized to carry the added flow of this project. A private drainage easement will allow the offsite drainage to occur. A small drainage tributary traversing the site will surface drain to a proposed bio-retention bed within the creek setback where water will filter into the native soils. Excess runoff that does not filter in the soils will flow into the on-site drainage inlet and then onto the neighboring property storm drain system.

California native plants will be used for site landscaping in order to create a natural aesthetic as well as to provide for low maintenance and reduced water needs. . Where possible the existing mature trees (specifically oaks) are being preserved. A total of 21 trees will be removed as a result of new construction. To mitigate the loss of the trees replacement trees with be planted in accordance with the City of Santa Tree Preservation Ordinance. All irrigation will be drip system using a smart controller.

#### *Santa Rosa Climate Action Plan Compliance (SRCAP)*

The Storage Pro Self Storage 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 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020):** A Tree Preservation and Mitigation Plan for the Storage Pro Project was prepared by John C. Meserve of Horticultural Associates in May 2012. Approximately 21 trees will be removed. Of these, 3 Valley Oaks and 1 Douglas Fir tree 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 of the Storage Pro Project shown on the Planning, Lighting and Irrigation Plan (sheet L-PL&I) 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 21 trees will be removed as a result of new construction. To mitigate the loss of the trees replacement trees with be planted in accordance with the City of Santa Tree Preservation Ordinance.

**Policy 1.5 – Install new sidewalks and paving with high solar reflectivity materials:** All proposed sidewalks, driveways (along Sonoma Highway) and parking areas will paved with hard materials that contain either color or other enhancements to provide enhanced reflectivity. Paved areas including drive corridors will be paved with asphaltic concrete.

**Policy 4.1. - Install bicycle parking consistent with regulations:** In compliance with Santa Rosa's regulations, the project includes (Sheet C1) includes installation of parking for 3 bikes; 1 long term and 2 short term spaces. Bike parking will be utilized for employees and customers.

**Policy 6.1.3 – Increase diversion of construction waste:** Prior to construction the developer will meet with project contractors, waste and recycling companies to analyze construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes exceeding the requirements of the City Codes.

**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. A dedicated or common water meter is proposed to supply water to the irrigation system. Irrigation system design and metering will be shown on final landscaping and irrigation plans.

**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 (Sheet L-PL & I).

**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 Mitigation Measure AQ-1.

**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.

**Policy 3.2.2 – Improve non-vehicular network to promote walking and biking.** No frontage improvements currently exist along the Sonoma Highway frontage. Project improvements (Sheet C1 & C2 Improvement Plans) including bike lane, sidewalks and driveways will improve safety and promote biking and walking at and around the site.

**Policy 4.1.1 – Implement the Bicycle and Pedestrian Master Plan.** Proposed project improvements will include installation of a bike lane and sidewalks in compliance with the Santa Rosa Bicycle and Pedestrian Master Plan.

**Policy 4.1.3 – Provide bicycle safety training to residents, employees and motorists.** Storage Pro will provide all new employees with educational material regarding bicycle transit and safety. Materials will be obtained from the Sonoma County Bicycle Coalition.

**Policy 4.3.3 – Consider expanding employee programs promoting transit use.** The Storage Pro Project site is near transit facilities located on Mission Boulevard. All Storage Pro employees will be provided with transit information for commuting options.

#### *Required Entitlements/Permits*

In addition to the requisite building and/or encroachment permits, a Minor Use Permit (MUP) and Design Review approval is required for personal storage facilities, pursuant to Zoning Code Section 20-23. A Variance is required to allow building #1 to be located within the front yard setback.

## **9. Surrounding Land Uses and Setting:**

The project area is comprised of a single parcel totaling approximately 2.65 acres. The site is bordered Sonoma Highway to the northwest, a commercial center including car wash, retail and offices to the northeast, commercial to the southeast and Santa Rosa Creek to the southwest. The overall slopes to the southeast. Site elevation ranges



from 220 ft. to 240 ft. A natural drainage channel runs behind the existing residence. Vegetation includes native grasses, blackberry bushes and several large trees. Riparian vegetation exists along the creek channel. Existing improvements include a single family dwelling and outbuildings. Access to the site is by driveway from Sonoma Highway.

The project site is designated as Retail and Business Services (RBS) under the General Plan, and zoned General Commercial (CG). The Santa Rosa General Plan designates Sonoma Highway as a scenic road and encourages “appropriate and thoughtful urban planning” to enhance its scenic character.

**10. Other Public Agencies Who’s Permits Are Required:**

Caltrans is required to approve and encroachment permit for the driveway and road frontage improvements.

**11. Exhibits:**

- a. Vicinity Map
- b. Mitigation Monitoring and Reporting Program dated January 15, 2013.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

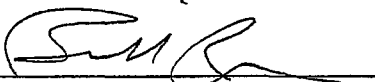
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics                               | <input type="checkbox"/> Agriculture Resources             | <input checked="" type="checkbox"/> Air Quality              |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources     | <input type="checkbox"/> Geology /Soils                      |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality         | <input type="checkbox"/> Land Use / Planning                 |
| <input type="checkbox"/> Mineral Resources                        | <input type="checkbox"/> Noise                             | <input type="checkbox"/> Population / Housing                |
| <input type="checkbox"/> Public Services                          | <input type="checkbox"/> Recreation                        | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems              | <input type="checkbox"/> Mandatory Finding of Significance |  |

## DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an EARLIER EIR or NEGATIVE DECLARATION pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Signature

2/14/13  
\_\_\_\_\_  
Date

Bill Rose, Senior Planner

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

**I. AESTHETICS**

Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

I.(a-d) **Less than Significant:** Several roads in Santa Rosa have unique scenic qualities because of their natural setting as well as historical and cultural features. A scenic roadway is a highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources. Scenic roadways direct views to areas of exceptional beauty, natural resources or landmarks, or historic or cultural interest. The aesthetic values of scenic routes can be protected and enhanced by regulations governing the development of property and the placement of outdoor advertising. The General Plan designates Highway 12 (contiguous from Farmers Lane to Calistoga Rd.) as a Scenic Roadway.

The land uses surrounding the project site are predominantly commercial. While the project site includes views of surrounding buildings, it is not in the foreground of any specific scenic vistas. The project will be subject to Design Review which will ensure that the buildings and other structures highly visible from Highway 12 will be designed to enhance and/or improve the scenic character. Impacts to scenic vistas from implementation of the proposed project would be less than significant and no mitigation measures are required.

Scenic resources are commonly thought of as objects, natural or manmade, that are aesthetically pleasing to view (e.g., rock outcroppings, historic buildings, trees within a state scenic highway). The project site is designated by the Santa Rosa General Plan as Retail and Business Services and is zoned as CG (General Commercial). The project site is currently not in a designated Historic Preservation District.

No rock outcroppings are located on-site. The proposed project would remove existing buildings and some vegetation for the proposed new structures. The project would incorporate landscaping into the design to include, shrubs and groundcover as well as accent street trees. Therefore, project impacts on scenic resources would be less than significant and no mitigation measures are required.

The Visual Assessment prepared by the Steven Sharpe and Associates dated December 12, 2012, concludes that although the construction of the proposed Storage Pro Self Storage Project will change the visual appearance of the site and add to the visual diversity of the area, the project's compliance with Santa Rosa General Plan policies, Zoning Code requirements and Design Guidelines the project will create visual changes consistent with existing

commercial and residential land uses. This assessment also indicates that the project will also be consistent with the City's resources policies and will not obstruct scenic resources or create substantial visual contrast and will not contribute considerable light and glare.

The project, as described herein, is not anticipated to substantially degrade the existing visual character or quality of the site and its surroundings as it will introduce a commercial storage facility that is in keeping with the generally commercial nature of the surroundings. The proposal offers a sensitive interface with the creek setting at the rear of the property, provides an attractive presentation to the Sonoma Highway frontage, and is designed to preserve a number of the existing trees. Therefore, project impacts on visual character would be less than significant and no mitigation measures are required.

A potential significant aesthetics impact would occur if the project creates a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Implementation of the proposed project may introduce the following sources of nighttime light and daytime glare into the existing project area. While these activities would introduce some new light sources to the area, compliance with the City of Santa Rosa's Design Guidelines and Zoning Code provides standards regarding lighting would minimize the prominent of new lighting and glare to the project area. Unshielded lighting from project uses could be visible from surrounding roadways. The project proposes to utilize spill and glare shielding on each of the proposed lighting fixtures, to focus the orientation of the lights downwards. In addition, reflective glass or other glaring materials would be discouraged. Therefore, the project impacts to substantial light or glare would be less than significant and no mitigation measures are required.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1, 4, 11

<b>Potentially Significant Impact</b>	<b>Less-Than- Significant With Mitigation Incorporation</b>	<b>Less-Than- Significant Impact</b>	<b>No Impact</b>
---	---	--	----------------------

**II. AGRICULTURE AND FOREST RESOURCES**

*Would the project: (In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.)*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

II.(a-e) **No Impact.** There are no important Federal or State farmlands identified within the City limits of the City of Santa Rosa. The project site is not under a Williamson Act contract, nor would the project create a conflict to agricultural uses since none occur in the area. The Santa Rosa 2035 General Plan does not identify any Agricultural land within the Urban Growth Boundary (UGB). This project is within the UGB and therefore will cause no impact to conversion of agricultural lands.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1

Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

### III. AIR QUALITY

Would the project: *(Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.)*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

**III.(a-e). Less than Significant with Mitigation.** A Traffic Analysis Report was prepared by Whitlock & Weinberger Transportation, Inc. (W-Trans), March 11, 2013. The report indicates that the proposed Storage Pro Self Storage Project is anticipated to generate 188 vehicle trips per day. This includes 15 vehicle trips during the a.m. peak hour and 15 vehicle trips during the p.m. peak hour. Typically customers of self-storage uses live within fairly close proximity to the facilities, thus this project will capture some traffic that is currently traveling to other facilities.

Based on the Bay Area Air Quality Management District’s thresholds of significance, projects that generate fewer than 2,000 vehicle trips per day are not considered major air pollutant contributors and do not require a technical air quality study. As such, the project is expected to have a less-than-significant impact relative to air quality impacts related to vehicle usage.

The project would potentially generate temporary air pollutant emissions during construction activities. The temporary air quality impacts during construction would be associated primarily with an increase in suspended particulates (dust). It is not expected that construction activities will be substantial in terms of scope or duration or would result in dust emissions and locally elevated levels of particulates. However, the project would be conditioned to implement the standard measures identified below to ensure that there would be a less-than significant impact to air quality. In addition, the project will comply with the provisions of the City of Santa Rosa’s Climate Action Plan (see Greenhouse Gas Emissions Section below).

Operation of the Project is not expected to result in emissions of toxic air contaminants that could result in substantial levels of contaminants.

Construction of the Project would create temporary emissions of toxic air contaminants, primarily as a component of diesel particulate matter emissions. This would occur from construction vehicle equipment exhaust. Implementation of Mitigation Measure AQ-1 below will ensure that significant health risks are avoided.

### **Recommended Mitigation Measures:**

#### **AQ-1**

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<sub>2.5</sub> from construction operations to ensure that short-term health impacts are avoided:

- Water all active construction grading areas at least twice daily and more often during windy periods.
- Cover all hauling trucks or maintain at least two feet of freeboard.
- Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas. Sweep streets daily (with water sweepers) if visible soil material is deposited onto adjacent roads.
- 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.
- Properly tune and maintain equipment in accordance with manufacturer specifications.
- 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).

- 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.

**AQ-2**

Prior to 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: 1, 3

Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporation	Less-Than- Significant Impact	No Impact
--------------------------------------	---	-------------------------------------	--------------

**IV. BIOLOGICAL RESOURCES**

Would the project:

- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Project Design:

IV.(a) **Less than Significant with Mitigation Incorporation.** The subject site is developed with a single family dwelling and accessory structures and is bounded by other commercial uses east and west of the project site. Santa Rosa Creek abuts the rear of the project site.

The Project would have no impact on special-status plant species. Literature and database reviews found that no special-status plant species have been mapped within the Project site. In addition, no California Natural Diversity Database (CNDDB) “high priority” habitat types, or any other habitats recognized as sensitive, occur on the site. Figure 7-2 in the Santa Rosa General Plan does not identify the project areas as being known to sensitive species or potential for high quality vernal pool habitat.

Based upon literature and database review and review of other projects in the vicinity, the project site could provide potential habitat for American Badger, which is listed by the Department of Fish and Game as a Species of Special Concern. In addition, because the site supports numerous large trees, buildings and other structures it provides a potential habitat of a variety of raptors and other birds, and roosting bats. Birds and raptors, their eggs and nesting sites are protected under the Migratory Bird Treaty Act and the California Fish and Game Code. The project has the potential to impact these species during the nesting season (March 1 through August 31) by removal of trees that contain active nest or by undertaking construction activities in the vicinity of trees that contain active nests. However, with implementation of Mitigation Measures BR-1, -2, -3 and -5 below, potential impacts are expected to be reduced to less than significant.

IV.(b, c, d, f) **Less than Significant.** The Biotic Evaluation of the Property at 4420 Sonoma Highway, by Charles Patterson, Plant Ecologist dated January 15, 2013, shows that aside from creek zone at the southerly boundary of the property, the site contains no “wetlands”, no significant natural habitats and no sensitive species nor any features of biological concern.

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 Santa Rosa Creek could be considered a natural community and Sonoma

Highway and intervening commercial and residential development could be considered inhospitable. Sonoma Highway, bordering the site on the north side, and its high volumes of traffic is a major impediment to any wildlife. Therefore it can be concluded the site is not used as a wildlife corridor.

Santa Rosa Creek abuts the rear of the project site. The project maintains setbacks from the creek bank and no development is planned in the riparian corridor. This riparian corridor provides habitat for steelhead, federally listed as threatened, as well as potential habitat for California freshwater shrimp and Coho salmon. Microhabitats formed by the woody root structure, aquatic pools, and woody debris along the Creek provide aquatic habitat protective cover, shade, and lower water temperatures for these protected species. Aquatic habitat would not be impacted by Project activities within the creek buffer (100 feet from the riparian vegetation) may occur.

During construction, degraded water quality from stormwater runoff into Santa Rosa Creek could impact habitat of aquatic species. However, implementation of a Storm Water Pollution Prevention Plan is a required condition for the project. This plan requires compliance with the state-wide general permit for construction activities (General Construction Permit). Measures shall be defined and implemented in conformance with the General Construction Permit and governed by a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall list the best management practices (BMPs) developed for the Project to minimize soil disturbance after grading or construction, and the measures to prevent soil erosion and sedimentation during construction.

The Santa Rosa Creek Design Guidelines set criteria for project abutting the creek. The proposed project is consistent with the Santa Rosa Creek Design Guidelines for the "Natural Reach" designation for the Creek. Buildings are set back more than 50 feet from the top of the creek bank. Views of the creek will continue from the driveway along the south end of the rear building. No pedestrian access from the site to the creek is proposed. The Santa Rosa Creek Trail is located along the creek bank just beyond the project boundary. The Santa Rosa Creek Trail project contains disturbed areas between the Project site and the riparian corridor. Project grading will not encroach into the Creek Trail area. Fencing along the back of the project area will prevent any access to the creek trail. All trash areas, utility and loading areas are incorporated into the project design.

**IV.(e) Less than Significant with Mitigation Incorporation.** A Tree Preservation and Mitigation Plan for the Storage Pro Project was prepared by John C. Meserve of Horticultural Associates in May 2012. Approximately 21 trees will be removed. Of these, 4 trees including 3 Valley Oaks and 1 Douglas Fir tree are considered Heritage Trees by the City's Tree Preservation Ordinance (Santa Rosa City Code, Chapter 17-24). A total of 21 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.

### **Recommended Mitigation Measures:**

#### **BR -1:**

**Avoid Impacts to the American Badger** - Prior to the start of construction, the on-site construction manager shall be briefed on how to recognize a badger burrow by a qualified biologist. In the event that a suspected badger burrow is identified within the limits of construction prior to ground-disturbing construction activities (e.g., grading, excavation, trenching), the California Department of Fish and Game shall be contacted to determine if any setback requirements would be needed during Project construction or if active trapping and relocation is an option. If a suspected badger burrow is identified during construction, construction shall temporarily cease in the immediate area, until the California Department of Fish and Game has been contacted and has determined the appropriate mitigation. The applicant shall implement one of the actions identified above, upon recommendation from the Department.

#### **BR-2**

**Avoid Impacts to Nesting Raptors and Other Protected Birds-** If any tree removal, earth-moving activity or construction would occur onsite during the nesting season (March 1 through August 31), a preconstruction nesting survey shall be conducted by a qualified biologist. This survey shall be conducted no more than 15 days prior to construction. If raptors are nesting on the Project site or within 500 feet offsite, a 500-foot non-disturbance buffer shall be established around the nest tree. If a non-special- status passerine bird is identified nesting on the Project site, a non-disturbance buffer of 50 feet shall be established around the nest tree. The 500-foot nesting raptor buffer may be reduced if a qualified biologist determines that there are sufficient natural barriers and/or the nesting birds are acclimated to human disturbance that would otherwise protect the nesting raptors. Any reduction in the buffer size would first require the review and approval of the City; further, routine monitoring by the qualified biologist would be required until such time that young fledge (leave the nest) and reach independence of the nest. Any established buffer shall be fenced with orange construction fencing. A biologist will periodically monitor the nest site(s) to determine if grading activities occurring outside the buffer zone disturbs the birds, and if the buffer zone should be increased to prevent nest abandonment. No disturbance shall occur within the buffer zone until a qualified biologist has determined that the young have fledged and are flying well enough to avoid Project construction zones. At the time the biologist determines that the young have fledged the nest and are no longer dependent upon the nesting tree, the Project may resume without any restrictions for nesting birds. If the construction site is left unattended for more than two weeks during the breeding season, another survey shall be completed to determine if birds have moved back into the area and are occupying active nests.

### **BR-3**

**Avoid Impacts to Pallid Bats-** Preconstruction surveys for pallid bats shall be conducted before buildings or potential roost structures are impacted or removed within the Project site. A biologist with experience conducting bat surveys shall conduct this survey. If no pallid bats are found during the survey, structure demolition and tree removal work shall be conducted within one month of the survey. If a maternity colony is found during the surveys, no eviction/exclusion shall be allowed during the maternity season (typically between April 15 and July 30). If a non-reproductive group of pallid bats are found within a building or roost tree, they shall be evicted by a qualified biologist and excluded from the roost site prior to work activities during the appropriate time frame for bat eviction/exclusion (*i.e.*, February 20 to April 14, and July 30 to October 15).

### **BR-4**

**Riparian Protection** - Avoid the removal of trees within the riparian corridor of Santa Rosa Creek. Development and earthmoving activities within the drip line of the trees should also be avoided in order to adversely affect their root systems. Prior to the commencement of Project activities, a biological monitor should clearly mark vegetation within the work area that is not be removed and should place temporary barriers five feet from the drip line of the protected vegetation to prevent impact from Project activities.

### **BR-5**

**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. The protective measures identified in John C. Meserve of Horticultural Associates in May 2012, shall be implemented. These measures include, but may not be limited to: A total of 21 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.

- 1) 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.
- 2) Maintain the existing grade within the fenced portion of the dripline. Route drainage swales and underground work outside the dripline, where possible.

- 3) 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.
- 4) Prune to clean and raise the canopy per International Society of Arboricultural pruning standards.
- 5) Prune to remove ivy or wisteria.
- 6) Prune to clear away from building footprint.

Sources: 7, 8, 9

Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporation	Less-Than- Significant Impact	No Impact
--------------------------------------	---	-------------------------------------	--------------

## V. CULTURAL RESOURCES

Would the project:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries?                          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Discussion:

V. (a-e) **Less than Significant with Mitigation Incorporation.** A Cultural Resources Evaluation of the subject property was prepared by Richard Greene of the Archeological Resource Service, dated November 16, 2004. The evaluation concluded that there is no evidence of prehistoric cultural material during surface inspection and none of the existing structures are eligible for historic designation listing. However, due to the high number of prehistoric sites in the area there is a remote possibility that cultural artifacts or historic features may be encountered during earth moving activity.

The City of Santa Rosa's Historic Properties Inventory has assigned no historic significance to this site based upon past structures or inhabitancy. No known prehistoric or archaeological resources have been identified on this site. The project site is located in the vicinity of a currently developed urban area. No impacts are anticipated to historical, cultural, archaeological, and/or unique geological resources with implementation of the mitigation measures referenced below.

### **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:** 1, 6

<b>Potentially Significant Impact</b>	<b>Less-Than- Significant With Mitigation Incorporation</b>	<b>Less-Than- Significant Impact</b>	<b>No Impact</b>
---	---	--	----------------------

**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.

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

VI. (a-d) **Less than Significant.** The City of Santa Rosa is subject to geological hazards related primarily to seismic events (earthshaking) due to presence of active faults. The project site is not located within the Alquist Priolo Special Study Zone, as depicted in the General Plan 2035 (Figure 12-3). However, Figure 12-3 of the General Plan 2035 does indicate that the subject site is located within the approximate limits of the area of violent groundshaking during an earthquake on the Rodger Creek Fault.

The proposed project could experience strong to very strong shaking during the life of the project depending on the intensity and magnitude of earthquakes. The proposed project could result in the exposure of people to geologic or seismic hazards; however, the City requires all new structures to comply with California Building Code (CBC) standards, which would minimize the potential for damage due to ground shaking.

The project site is approximately 2.65 acres in total area and with the exception of Santa Rosa Creek (which is not in the developed area) is devoid of any significant topographic features. Potential soil erosion from this site is expected to be slight to none.

Application of City standards and Title 24/California Code of Regulations in effect at the time of a development application will address any potential impacts related to possible area seismic activity and presence of expansive soils.

The project site is not located in a Landslide Complex (Previous Failure) as shown on General Plan Map Figure 12-3.

VI.(e) **No Impact.** The project would connect to the existing wastewater system and would not need septic tanks or an alternative wastewater disposal system.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1

Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporation	Less-Than- Significant Impact	No Impact
--------------------------------------	---	-------------------------------------	--------------

## 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?                    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Discussion:

(a-b). **Less-than-Significant:** Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of Greenhouse Gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming. State law defines GHG to include the following: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, section 38505(g).) The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide.

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, recognizes that California is the source of substantial amounts of GHG emissions. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems. In order to avert these consequences, AB 32 establishes a state goal of reducing GHG emissions to 1990 levels by the year 2035 (a reduction of approximately 25 percent from forecast emission levels) with further reductions to follow.

On December 4, 2001, the Santa Rosa City Council adopted a resolution to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives. On August 2, 2005 the City adopted Resolution 26341 which committed the City of Santa Rosa (City) to reduce the City's municipal (i.e., city government) greenhouse gas emissions by 20 percent below 2000 levels by 2010 and committed to help facilitate the community-wide greenhouse gas reduction target of 25% from 1990 levels by 2015 (City of Santa Rosa 2005). In October 2008, the nine Sonoma County cities and the County with the help of the Climate Protection Campaign (CPC) incorporated the greenhouse gas reduction goals into the Sonoma County Community Climate Action Plan (CAP).

In June 2008 the City prepared a report, *Greenhouse Gas Emissions Related to Water and Wastewater Services: Baseline, Reduction Strategies, and Recommendations*. This report investigates various greenhouse gas reduction strategies that the Utilities Department could implement in support of the City's municipal greenhouse gas reduction target. Of Santa Rosa's greenhouse gas emissions, the Utilities Department operations represent the largest share (46%). For the year 2005, greenhouse gas emissions from the entire wastewater sector was estimated at 9,513 tons of CO<sub>2</sub> equivalent per year. Of which, the pumping of wastewater (i.e. lift stations) was estimated at 60 tons of CO<sub>2</sub> equivalent per year or less than 1% of all emissions from wastewater. One strategy from the report to reduce these emissions is to improve pump efficiency.<sup>1</sup>

In June 2012 the City approved the Santa Rosa Climate Action Plan (SRCAP) The SRCAP identifies a need to reduce emissions by a total of 558,090 tons (or 25%) below business-as-usual levels projected for 2020 to meet the established greenhouse gas reduction goals. The SRCAP includes recommendations for reducing emissions in the building, transportation, agriculture, forestry, and solid waste sectors and includes recommendations to reduce the City's reliance on the electrical grid by implementing renewable energy projects. The SRCAP measures, policies and projects to reduce community wide GHGs are aligned with the goals and policies of the Santa Rosa General Plan Open Space and Conservation Element.

To ensure that new development complies with the City's GHG reduction program, the SRCAP contains a "New Development Checklist". The Checklist contains policies allowing new development to incorporate measures for SRCAP compliance and to reduce potential GHG impacts to less than significant levels. The Checklist denotes 15 mandatory measures. If a project cannot meet one or more the mandatory measures, substitution of other measures described in the Checklist is permitted.

The Storage Pro Self Storage Project incorporates 11 of the mandatory measures contained the SRCAP. These include the following:

**Policy 1.1.1 - Comply with CAL Green Tier 1 Standards:** As included in the project description reference herein, 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 1.4.2- Comply with the City's Tree Preservation Ordinance (Santa Rosa Code Section 17-24.020):** A Tree Preservation and Mitigation Plan for the Storage Pro Project was prepared by John C. Meserve of Horticultural Associates in May 2012. Approximately 21 trees will be removed. Of these, 4 trees including 3 Valley Oaks and 1 Douglas Fir tree are considered Heritage Trees by the City's Tree Preservation Ordinance. A total of 21 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.

---

<sup>1</sup> Climate Protection Campaign. *Greenhouse Gas Emissions Related to Water and Wastewater Services: Baseline, Reduction Strategies, and Recommendations*, June 2008, <http://coolplan.org/ccap-report/source-material/4%20Wastewater.pdf>, Section 3.1.2.



**Policy 1.4.3 – Provide public and private trees in compliance with the Zoning Code:** New trees and plantings associated with development of the Storage Pro Project as shown on the Planning, Lighting and Irrigation Plan (sheet L-PL&I) are designed 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 21 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.

**Policy 1.5 – Install new sidewalks and paving with high solar reflectivity materials:** All sidewalks, driveways (along Sonoma Highway) and parking areas will be paved with hard materials that contain either color or other enhancements to provide enhanced reflectivity. Paved areas including drive corridors will be paved with asphaltic concrete.

**Policy 4.1. - Install bicycle parking consistent with regulations:** In compliance with Section 26.036.090 the site plan (Sheet C1) includes parking for 3 bikes; 1 long term and 2 short term spaces. Bike parking will be utilized for employees and customers.

**Policy 6.1.3 – Increase diversion of construction waste:** The developer will work with project contractors, waste and recycling companies to analyze construction waste and prepare a Construction Waste Management Plan for recycling and disposal of construction wastes exceeding the requirements of the City Codes.

**Policy 7.1.1 – Reduce potable water for outdoor landscaping:** As described in the project description the landscape plan will utilize low water use native plants. Landscape irrigation will utilize drip systems using a smart controller. A dedicated or common water meter will supply water to the irrigation system. Irrigation system design and metering will be shown on final landscaping and irrigation plans.

**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 (Sheet L-PL & I).

**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 Mitigation Measure AQ-1.

**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 provision in contractor agreements encourage the use of electrified equipment or equipment using alternative fuels.

The Storage Pro Project does meet 4 of the mandatory policies listed in the SRCAP Checklist. To comply with the SRCAP the following additional policies are added as substitutions for the mandatory policies.

**Policy 3.2.2 – Improve non-vehicular network to promote walking and biking.** No frontage improvements currently exist along the Sonoma Highway frontage. Project improvements (Sheet C1 & C2 Improvement Plans) including bike lane, sidewalks and driveways will improve safety and promote biking and walking at and around the site.

**Policy 4.1.1 – Implement the Bicycle and Pedestrian Master Plan.** The Bicycle and Pedestrian Master Plan includes bike lane projects on Sonoma Highway front the site a high priority (See Santa Rosa Bicycle and Pedestrian Master Plan Table 5-6, page 5-31). Proposed project improvements will include a bike lane and sidewalks in compliance with the Plan.

**Policy 4.1.3** – Provide bicycle safety training to residents, employees and motorists. Storage Pro will provide all new employees with educational material regarding bicycle transit and safety. Materials will be obtained from the Sonoma County Bicycle Coalition.

**Policy 4.3.3** – Consider expanding employee programs promoting transit use. The Storage Pro Project site is near transit facilities located on Mission Boulevard. All Storage Pro employees will be provided with transit information for commuting options.

The proposed project is consistent with all the applicable local plans, policies and regulations (see Section X. Land Use, Response b) and would not conflict with the provisions of AB 32, the provisions of the SRCAP, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions.

Several aspects of the proposal, identified below, would result in less GHG emissions than if the proposal were located elsewhere. As such, these aspects support a finding that the impacts of this proposal on climate change are less than significant or cumulatively considerable.

**Standard Measures:**

The following are 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 buildout 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

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1, 3, 4

	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporation</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
--	---------------------------------------	--	-------------------------------------	------------------

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

VII.(a-d) **Less than Significant.**

The proposed project would be required to comply with relevant Fire, Building and Health and Safety Codes which would reduce the risk of upset. According to the State of California EnviroStor Database of Hazardous Material Cleanup Sites the site is not in or near any Federal or State Superfund sites. The proposed uses do not include chemicals, oils, lubricants, cleaning solvents and other associated agents. As such, the project is not expected to create a significant risk of upset or hazard to human health and safety.

The project would not emit hazardous emissions or handle acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. Water for the site would be provided by the City of Santa Rosa. Accordingly, the project is not anticipated to create a significant risk of upset or hazard to human health and safety.

VII (e, f) **No Impact.** The project site is located approximately 10 miles from the Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not within the vicinity of a private airstrip.

The proposed site is located within a mostly commercial area and would be accessed via public streets.

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:** 1

<b>Potentially Significant Impact</b>	<b>Less-Than- Significant With Mitigation Incorporation</b>	<b>Less-Than- Significant Impact</b>	<b>No Impact</b>
---	---	--	----------------------

Potentially  
Significant  
Impact

Less-Than-  
Significant With  
Mitigation  
Incorporation

Less-Than-  
Significant  
Impact

No  
Impact

## IX. HYDROLOGY AND WATER QUALITY

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Otherwise substantially degrade water quality?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i. Expose people or structures to a significant   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

VIII.(a-j) **Less than Significant** – The project does not involve the use or storage of hazardous materials. The proposed project would be required to comply with the erosion control requirements stipulated in the National Pollutant Discharge elimination System (NPDES) Permit issued to the San Francisco bay Regional Water Quality Control Board.

The proposed project would be served by the City’s wastewater collection system and would not discharge effluent into any water body. The proposed project would be required to comply with the erosion control requirements stipulated in the National Pollutant Discharge elimination System (NPDES) Permit issued to the San Francisco bay Regional Water Quality Control Board. These requirements include the preparation and implementation of an SWPPP that contains Best Management Practices (BMP) designed to control erosion from construction sites. The preparation and implementation of the SWPPP would ensure that potential adverse erosion, siltation, and contamination impacts would not occur during short-term construction activities. Impact would be less than significant.

The project will utilize City water. The water delivery systems are not anticipated to produce any contaminants that could harm the groundwater. Impact to groundwater supply would be less than significant.

Existing site drainage is southerly from Sonoma Highway to Santa Rosa Creek. On-site storm drainage will outlet to an on-site retention area in the northeastern area of the site near the existing stand of oak trees. This area will be used to provide storm water treatment and volume capture by natural filtration. High storm water drainage will be collected in a second storm drain pipe that will flow to the southern portion of the site within the creek setback and then be piped to Santa Rosa Creek via an existing storm drain located on the adjacent property to the east near the common property line. This storm drain is adequately sized to carry the added flow of this project. A private drainage easement will allow the offsite drainage to occur. A small drainage tributary traversing the site will surface drain to a proposed bio-retention bed within the creek setback where water will filter into the native soils. Excess runoff that does not filter in the soils will flow into the on-site drainage inlet and then onto the neighboring property storm drain system.

Drainage conditions would not be significantly impaired by this project. The developer’s engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan Guidelines. Final plans shall include a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the treatment and detention facilities.

Stormwater management plans include onsite collection, filtration and storage of stormwater that runs across the site. The net effect would be less than significant.

The project site is not located within a flood zone (Santa Rosa General Plan 2035 Figure 12-4). As such, the proposed project is not anticipated to expose people or structures to a significant risk or loss, injury or death

involving flooding, including flooding as a result of the failure of a levee or dam, nor is the site expected to be impacted by inundation by seiche, tsunami or mudflow. Impacts are expected to be less than significant.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1, 2, 5, 9

	<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporation</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
<b>X. LAND USE AND PLANNING</b>				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

**IX.(a-c) Less than Significant.** The Retail and Business Services General Plan category allows retail and service enterprises, offices, and restaurants.

The project area is comprised of a single parcel totaling approximately 2.65 acres. The site is bordered Sonoma Highway to the northwest, a commercial center including car wash, retail and offices to the northeast, commercial to the southeast and Santa Rosa Creek to the southwest.. Given the types of development allowed under the Retail and Business Services General Plan designation and the CG zoning classification, the proposed project is not anticipated to divide an existing community or conflict with a habitat conservation plan.

The proposed project is consistent with the Santa Rosa General Plan. In addition, project is not expected to translate into comprehensive environmental impacts with respect to the current General Plan designation and Zoning classification.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1, 2

<b>Potentially Significant Impact</b>	<b>Less-Than- Significant With Mitigation Incorporation</b>	<b>Less-Than- Significant Impact</b>	<b>No Impact</b>
---	---	--	----------------------

**XI. MINERAL RESOURCES**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

X.(a-b) **No Impact.** The project site does not contain any locally or regionally significant mineral resources. The proposed development of the project site will not create an adverse impact upon locally or regionally significant resources since there are no such resources located on the project site.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1

<b>Potentially Significant Impact</b>	<b>Less-Than- Significant With Mitigation Incorporation</b>	<b>Less-Than- Significant Impact</b>	<b>No Impact</b>
---	---	--	----------------------

**XII. NOISE**

Would the project result in:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



	<b>Potentially Significant Impact</b>	<b>Less-Than- Significant With Mitigation Incorporation</b>	<b>Less-Than- Significant Impact</b>	<b>No Impact</b>
--	---	---	--	----------------------

or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

XI.(a-f) **Less than Significant.** The City’s General Plan 2035 recognizes that noise nuisances from highways, arterial streets, and railroad operations will not be eliminated and will continue to be an inevitable part of the living environment in Santa Rosa. This forecast would hold true particularly in an urban setting, including the subject site and its environs.

The project site is located more than two miles from the Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not located near a public or private airport, and therefore would not be subject to air-traffic related noise impacts.

The project site is located within the 60-70 decibel (dbA) contours, as indicated in the General Plan 2035 Noise Contours Map. The proposed project does not include the construction or long-term operation of any facilities that would result in a permanent increase in ambient noise levels in the project vicinity that are anticipated to be substantially greater than the existing baseline conditions, which include predominantly auto-related uses. The project would result in short-term noise impacts related to construction of the proposed project. However, because they are short-term and temporary, and the project will be conditioned to comply with standard construction hours, impacts will be reduced to a level of less-than-significant. Construction hours shall comply with the City's Noise Ordinance.

**Standard Measures:**

- Standard City conditions of project approval limit the hours of construction to 7 a.m. to 7 p.m. Monday through Friday and 8 a.m. to 6 p.m. Saturdays. No construction is permitted on Sundays and holidays.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1

	<b>Potentially Significant Impact</b>	<b>Less-Than- Significant With Mitigation Incorporation</b>	<b>Less-Than- Significant Impact</b>	<b>No Impact</b>
--	---	---	--	----------------------

**XIII. POPULATION AND HOUSING**

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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
roads or other infrastructure)?				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

XII. (a-c) **Less than Significant.** The Retail and Business Services General Plan category allows retail and service enterprises, offices, and restaurants. Self-storage facilities are permitted under the existing CG (General Commercial) zoning with a Minor Use Permit (MUP).

The subject site is bordered Sonoma Highway to the northwest, a commercial center including car wash, retail and offices to the northeast, commercial to the southeast and Santa Rosa Creek to the southwest. The proposal does not include substantial changes to the infrastructure beyond the established baseline of existing conditions. Given the types of development allowed under the Retail and Business Services General Plan designation and the scope of the proposal, the proposed project is not anticipated to induce substantial population growth in the area, nor is it expected to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

The proposed project is not expected to translate into comprehensive environmental impacts with respect to the current General Plan designation and Zoning classification.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1, 2

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

XIII.(a-e) **Less than Significant.** The project site is located within the City of Santa Rosa and would receive all necessary public services. Fire protection services will be provided by the City of Santa Rosa. Police protection services will be provided by the City’s Police Department. The proposal is not anticipated to cause the need for new public services or facilities. Existing fire and police protection are determined to be adequate to serve the Project.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1

<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporation</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
---------------------------------------	--	-------------------------------------	------------------

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

XIV.(a-b) **Less than Significant.** No on-site park or recreational facilities are proposed with the project. Several parks are located near the project site. Potential impacts to parks and recreation, relative to the proposed Storage Pro Self Storage project, are anticipated to be less than significant.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1

<b>Potentially Significant Impact</b>	<b>Less-Than-Significant With Mitigation Incorporation</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
---------------------------------------	--	-------------------------------------	------------------

Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporation	Less-Than- Significant Impact	No Impact
--------------------------------------	---	-------------------------------------	--------------

**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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e. Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

Discussion:

XV.(a-b; d-f) **Less than Significant.** A Traffic Analysis Report was prepared by Whitlock & Weinberger Transportation, Inc. (W-Trans), dated March 11, 2013. The report indicates that the proposed Storage Pro Self Storage Project is anticipated to generate 188 vehicle trips per day. This includes 15 vehicle trips during the a.m. peak hour and 15 vehicle trips during the p.m. peak hour. Project related trips are below the Cal Trans trip generation threshold of 50 peak hour trips which would require a full Traffic Impact Study. Therefore, an operational analysis was not conducted. In addition, customers of self-storage uses typically live within several of the facilities, thus this project will capture some traffic that is currently traveling to other facilities.

Site access is obtained via one driveway on the south side of Sonoma Highway. The existing median on Sonoma Highway will limit turning movements to right turns out of the driveway. This access condition is similar to other properties along Sonoma Highway. Therefore the impact of additional vehicles entering the site and exiting the site should be minimal.

The W-Trans Report indicates that site distance for Sonoma Highway at the project site is a minimum of 430 feet. Field observations at done by W-Trans show the sight distance to be considerably greater the 430 feet and is therefore adequate. As noted by W-Trans, moving the driveway west as requested by Caltrans would deteriorate sight lines slightly. Thus the proposed driveway location has better sight lines than if the driveway were moved further west. Caltrans also noted the proposed driveway location would interfere with right lane turning movement into Mission Circle to the east. W-Trans comments that the driveway are more than 50 feet west of the right lane taper to Mission Circle and that there should be no interaction between site traffic and traffic entering Mission Circle.

The W-Trans report concludes that onsite circulation associated with the project is expected to perform acceptably.

The proposed project is not expected to conflict with an applicable plan, ordinance or policy or conflict with an applicable congestion management program. The project is not anticipated to increase hazards due to design features nor result in inadequate emergency access. Public transit, bicycle, or pedestrian facilities in the vicinity are expected to operate acceptably with respect to the proposed project. Staff members from the City’s Department of Public Works –Engineering Development Services, including the City’s Traffic Engineer, have reviewed the proposal and have not identified any significant issues.

In a letter dated January 4, 2013, The California Department of Transportation (Caltrans) finds the proposed driveway and sidewalk location to be acceptable. However, this letter also notes that the proposed project will require an Encroachment Permit from Caltrans.

In light of the foregoing, the project is anticipated to have a less-than-significant impact relative to transportation and traffic.

XV.(c) **No Impact.** The project site is located more than 10 miles from the Sonoma County Airport, and is outside of the Airport Land Use Plan planning area. The project site is not located near a public or private airport. The project will not impact air traffic patterns nor will it conflict with adopted policies programs supporting alternative transportation.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1, 2, 3

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

**XVII. UTILITIES AND SERVICE SYSTEMS**

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Require or result in the construction of new   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

XVI.(a-g) **Less than Significant Impact.** With respect to the proposed Storage Pro project, the subject site would continue to be served by existing City water and sewer services. As such, adequate water supplies and wastewater treatment plant capacity are available to serve the project site. Standard City conditions will require compliance with the Storm Water Mitigation Plan Guidelines, including implementation of mitigation measures requiring use of best management practices, and submittal of storm drainage plans to the Regional Water Quality Control Board. Adequate landfill capacity would continue to exist at County facilities to support future development.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1

Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporation	Less-Than-Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporation	Less-Than- Significant Impact	No Impact
--------------------------------------	---	-------------------------------------	--------------

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

Would the project:

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| <p>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?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| <p>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)?</p>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion:**

**XVII (a) Less-Than-Significant with Mitigation Incorporation.** The project is not anticipated 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 or eliminate important examples of the major periods of California history or prehistory. Through implementation of Mitigation Measures BR-1 through BR-4, potential impacts to flora and/or fauna are anticipated to be reduced to less than significant.

**XVII (b, c) Less-Than-Significant.**

The project does not have the potential to create impacts which are individually limited but cumulatively considerable. The environmental effects of the project are generally negligible and will be lessened through standard City construction standards and practices.

Traffic impacts are not anticipated to result in adverse cumulative conditions; the City has adopted circulation policies as part of its General Plan Transportation Element that regulates traffic movement and requires construction of project improvements to ensure traffic safety. Long-term traffic impacts related to General Plan build-out (2035 scenario) and cumulative traffic conditions will be addressed by ongoing City efforts to pursue

alternative transportation modes, including increased use of public transit and other Transportation Systems Management methods.

The proposal does not present potentially significant impacts which may cause adverse impacts upon human beings, either directly or indirectly. The development project will be conditioned to make City standard improvements with respect to noise impacts, roadways and storm drainage. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards.

**Recommended Mitigation Measures:** No mitigation required.

**Sources:** 1-10



APPENDIX

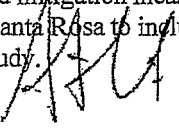
**SOURCE REFERENCES**

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

- 1) *City of Santa Rosa General Plan 2035, adopted November 3, 2009, and Final EIR, certified November 3, 2009*
- 2) *City of Santa Rosa Zoning Code, 2006.*
- 3) *Traffic Impact Study prepared by W-Trans dated December 5, 2012*
- 4) *Santa Rosa Creek Design Guidelines, October 1997*
- 5) *Santa Rosa Citywide Creek Master Plan, November 2007*
- 6) *A Cultural Resources Evaluation of the Property at 4420 Sonoma Highway, Santa Rosa prepared by Richard Greene, Archeological Resource Service dated November 16, 2004*
- 7) *Tree Preservation and Mitigation Plan for the Storage Pro Project was prepared by John C. Meserve of Horticultural Associates in May 18, 2012*
- 8) *Biotic Evaluation prepared by Charles Patterson dated January 15, 2013*
- 9) *California Department of Fish and Game Letter dated July 23, 2012*
- 10) *Department of Transportation letter dated January 4, 2013*
- 11) *Visual Assessment prepared by the Steven Sharpe and Associates dated December 12, 2012*

**PROJECT SPONSOR'S INCORPORATION OF MITIGATION MEASURES**

As the project sponsor or the authorized agent of the project sponsor, I, **Stephen Mirabito, Storage Pro, Inc.**, undersigned, have reviewed the Initial Study for the **Storage Pro Self Storage 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.



---

Property Owner (authorized agent)	2-15-2013
Stephen Mirabito	Date



# **STORAGE PRO SELF STORAGE**

---

## **Mitigation Monitoring and Reporting Program**

**February 12, 2013**

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<b>AIR QUALITY</b>					
<p><u>AQ-1</u>  <i>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<sub>2.5</sub> from construction operations to ensure that short-term health impacts are avoided:</i></p> <ul style="list-style-type: none"> <li>• <i>Water all active construction grading areas at least twice daily and more often during windy periods.</i></li> <li>• <i>Cover all hauling trucks or maintain at least two feet of freeboard.</i></li> <li>• <i>Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas.</i></li> </ul>	<p>Incorporate into project design and construction documents; on-site observation</p>	<p>Building Division</p>	<p>Verification of incorporation into design and construction documents prior to issuance of building permit.</p> <p>Monitor during regularly scheduled inspections.</p>	<p>Deny issuance of building permit.</p> <p>Stop construction until compliance.</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<ul style="list-style-type: none"> <li>• <i>Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas. Sweep streets daily (with water sweepers) if visible soil material is deposited onto adjacent roads.</i></li> <li>• <i>Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.</i></li> <li>• <i>Limit traffic speeds on any unpaved roads to 15 mph.</i></li> <li>• <i>Suspend construction activities that cause visible dust plumes that extend beyond the construction site.</i></li> <li>• <i>A Disturbance Coordinator will be assigned to the Project at least for the full duration of demolition activities,</i></li> </ul>					

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<p><i>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.</i></p> <ul style="list-style-type: none"> <li>• <i>Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. The Disturbance Coordinator shall ensure</i></li> </ul>					

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<p><i>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.</i></p> <ul style="list-style-type: none"> <li>• <i>Properly tune and maintain equipment in accordance with manufacturer specifications.</i></li> <li>• <i>Reduce combustion emissions during construction as required in the California Air Resources Board Off-Road Diesel Rule. The</i></li> </ul>					

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<p><i>"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).</i></p> <ul style="list-style-type: none"> <li><i>During renovation and demolition activities, removal or disturbance of any materials containing asbestos, lead paint or</i></li> </ul>					



**MITIGATION MONITORING AND REPORTING PROGRAM**

Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<p><i>other hazardous pollutants will be conducted in accordance with BAAQMD rules and regulations or other regulatory requirements.</i></p>					
<p><u>AQ-2</u>  <i>Prior to 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-</i></p>	<p>Incorporate into project design and construction documents</p>	<p>Building Division</p>	<p>Verification of incorporation into design and construction documents prior to issuance of building permit             Monitor during regularly scheduled inspections</p>	<p>Deny issuance of building permit             Stop construction until compliance</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<i>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.</i>					

**BIOLOGICAL RESOURCES**

<u>BR -1:</u> <i>Avoid Impacts to the American Badger - Prior to the start of construction, the on-site construction manager shall be briefed on how to recognize a badger burrow by a qualified biologist. In the event that a suspected badger burrow is identified within the limits of construction prior to ground-disturbing construction activities (e.g., grading, excavation, trenching), the California Department of Fish and Game shall be contacted to determine if any setback requirements would be needed during Project construction or if active trapping and relocation is an option. If a</i>	A qualified biologist will brief construction manager on how to recognize American Badger and nesting burrow. If found the CDFG will be notified for compliance requirements.	Building Division/Planning Division	Verification of incorporation into design and construction documents prior to issuance of building permit  Monitor during regularly scheduled inspections	Deny issuance of building permit  Stop construction until compliance	
--	---	-------------------------------------	---	--	--

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<p><i>suspected badger burrow is identified during construction, construction shall temporarily cease in the immediate area, until the California Department of Fish and Game has been contacted and has determined the appropriate mitigation. The applicant shall implement one of the actions identified above, upon recommendation from the Department.</i></p>					
<p><b>BR-2:</b>  <i>Avoid Impacts to Nesting Raptors and Other Protected Birds- If any tree removal, earth-moving activity or construction would occur onsite during the nesting season (March 1 through August 31), a preconstruction nesting survey shall be conducted by a qualified biologist. This survey shall be conducted no more than 15 days prior to construction. If raptors are nesting on the Project site or within 500 feet offsite, a 500-foot non-disturbance buffer shall be established around the nest tree. If a non-special- status passerine bird is identified nesting on the Project site, a</i></p>	<p>A qualified biologist to conduct a 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.</p>	<p>Building Division/Planning Division</p>	<p>Verification of incorporation into design and construction documents prior to issuance of building permit</p> <p>Monitor during regularly scheduled inspections</p>	<p>Deny issuance of building permit</p> <p>Stop construction until compliance</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<p><i>non-disturbance buffer of 50 feet shall be established around the nest tree. The 500-foot nesting raptor buffer may be reduced if a qualified biologist determines that there are sufficient natural barriers and/or the nesting birds are acclimated to human disturbance that would otherwise protect the nesting raptors. Any reduction in the buffer size would first require the review and approval of the City; further, routine monitoring by the qualified biologist would be required until such time that young fledge (leave the nest) and reach independence of the nest. Any established buffer shall be fenced with orange construction fencing. A biologist will periodically monitor the nest site(s) to determine if grading activities occurring outside the buffer zone disturbs the birds, and if the buffer zone should be increased to prevent nest abandonment. No disturbance shall occur within the buffer zone until a qualified biologist has determined that the young have fledged and are flying well enough to avoid Project construction zones. At the time</i></p>					

MITIGATION MONITORING AND REPORTING PROGRAM  
 Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<p><i>the biologist determines that the young have fledged the nest and are no longer dependent upon the nesting tree, the Project may resume without any restrictions for nesting birds. If the construction site is left unattended for more than two weeks during the breeding season, another survey shall be completed to determine if birds have moved back into the area and are occupying active nests.</i></p>					
<p><b>BR-3:</b>  <i>Avoid Impacts to Pallid Bats- Preconstruction surveys for pallid bats shall be conducted before buildings or potential roost structures are impacted or removed within the Project site. A biologist with experience conducting bat surveys shall conduct this survey. If no pallid bats are found during the survey, structure demolition and tree removal work shall be conducted within one month of the survey. If a maternity colony is found during the surveys, no eviction/exclusion shall be allowed</i></p>	<p>A qualified biologist to conduct at preconstruction survey. If bats are found, the measures indicated in Mitigation BR-3 shall be implemented.</p>	<p>Building Division/Planning Division</p>	<p>Verification of incorporation into design and construction documents prior to issuance of building permit           Monitor during regularly scheduled inspections</p>	<p>Deny issuance of building permit           Stop construction until compliance</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<p><i>during the maternity season (typically between April 15 and July 30). If a non-reproductive group of pallid bats are found within a building or roost tree, they shall be evicted by a qualified biologist and excluded from the roost site prior to work activities during the appropriate time frame for bat eviction/exclusion (i.e., February 20 to April 14, and July 30 to October 15).</i></p>					
<p><b><u>BR-4</u></b>  <i>Riparian Protection - Avoid the removal of trees within the riparian corridor of Santa Rosa Creek. Development and earthmoving activities within the drip line of the trees should also be avoided in order to adversely affect their root systems. Prior to the commencement of Project activities, a biological monitor should clearly mark vegetation that is not be removed and should place temporary barriers five feet from the drip line of the protected vegetation to prevent impact from Project activities.</i></p>	<p>Project construction is not proposed within the riparian corridor. If however it is determined that riparian vegetation will be adversely affected a biological monitor will be engaged to mark vegetation not to be removed and recommend temporary</p>	<p>Building Division/Planning Division</p>	<p>Verification of incorporation into design and construction documents prior to issuance of building permit</p> <p>Monitor during regularly scheduled inspections</p>	<p>Deny issuance of building permit</p> <p>Stop construction until compliance</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
	protection barriers.				
<p><b><u>BR-5</u></b> <i>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. The protective measures identified in John C. Meserve of Horticultural Associates in May 2012, shall be implemented. These measures include, but may not be limited to:</i></p> <ol style="list-style-type: none"> <li><i>1) A total of 21 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.</i></li> <li><i>2) Install temporary protective fencing at the edge of the illustrated dripline or the edge of approved construction</i></li> </ol>	<p>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.</p>	<p>Building Division/Planning Division.</p>	<p>Verification of incorporation into design and construction documents prior to issuance of building permit</p> <p>Monitor during regularly scheduled inspections</p>	<p>Deny issuance of building permit</p> <p>Stop construction until compliance</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<p><i>prior to grading the site. Maintain fencing in place for the duration of construction.</i></p> <p>3) <i>Maintain the existing grade within the fenced portion of the dripline. Route drainage swales and underground work outside the dripline, where possible.</i></p> <p>4) <i>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.</i></p> <p>5) <i>Prune to clean and raise the canopy per International Society of Arboricultural pruning standards.</i></p> <p>6) <i>Prune to remove ivy or wisteria.</i></p> <p>7) <i>Prune to clear away from building footprint.</i></p>					



**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
--------------------	--------------------------	---------------------------	--	----------------------------------	--

**CULTURAL AND PALEONTOLOGICAL RESOURCES**

<p><u>CUL-1</u>  <i>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 (7 15064.5 [f]). 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</i></p>	<p>On-site observation          (by disturbance coordinator)</p>	<p>Building Division</p>	<p>During Construction</p>	<p>Stop work</p>	
---	--	--------------------------	----------------------------	------------------	--

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<i>and discrete trash deposits (e.g., wells, privy pits, dumps).</i>					
<p><u>CUL-2</u>  <i>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</i></p>	<p>On-site observation (by disturbance coordinator)</p>	<p>Building Division (Contractor)</p>	<p>During Construction</p>	<p>Stop work.</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<i>the remains as provided in Public Resources Code 5097.98.</i>					
<b>CUL-3</b> <i>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.</i>	Incorporate into project design and construction documents ; on-site observation (by disturbance coordinator)	Building Division (Contractor)	During Construction	Deny issuance of building permit  Stop work	

**HAZARDS AND HAZARDOUS MATERIALS**

<b>HAZ-1</b> <i>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:</i>	Incorporate into project design and construction documents	Building Division	Verification of incorporation into design and construction documents prior to issuance of building permit  Monitor during regularly scheduled	Deny issuance of building permit  Stop work	
--	--	-------------------	---	---	--

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>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.</i></li> <li>• <i>During construction, the applicant shall notify the service providers on a weekly basis of the timing,</i></li> </ul>			inspections		

**MITIGATION MONITORING AND REPORTING PROGRAM**  
 Storage Pro Self Storage Project

<b>Mitigation Measure</b>	<b>Implementation Procedure</b>	<b>Monitoring Responsibility</b>	<b>Monitoring / Reporting Action &amp; Schedule</b>	<b>Non-Compliance Sanction/Activity</b>	<b>Monitoring Compliance Record (Name/Date)</b>
<p><i>location, and duration of construction.</i></p> <ul style="list-style-type: none"> <li><i>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.</i></li> </ul>					