CITY OF SANTA ROSA
STONY POINT ROAD
RECONSTRUCTION AND WIDENING PROJECT
SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT
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# CITY OF SANTA ROSA

## STONY POINT ROAD RECONSTRUCTION AND WIDENING PROJECT

### SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT

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Summary

PROJECT ENVIRONMENTAL IMPACT REPORT

An Environmental Impact Report (EIR) was prepared for the City of Santa Rosa Stony Point Road reconstruction and widening project (between State Route 12 and Hearn Avenue) and certified as complete and adequate by the Santa Rosa City Council under the California Environmental Quality Act (CEQA) on September 7, 2004. As engineering drawings for the project have progressed toward completion over the past year, new information regarding the project and its effect on existing environmental conditions has become available. This information requires that a Supplement to the previously certified EIR be prepared. This Supplement fulfills that requirement.

SUPPLEMENT TO THE EIR

This Supplement focuses on the segment of reconstruction and widening between State Route 12 and Sebastopol Road, a distance of about 1,100 feet. The existing roadway currently includes two southbound lanes merging to one southbound lane and right- and left-turn lanes at Sebastopol Road, and two northbound lanes with a concrete median separating northbound and southbound lanes. The plans for this road segment consist of reconstructing the roadway to include two northbound lanes, two southbound lanes, exclusive northbound and southbound right turn lanes, left-turn pockets at intersections and curbs with sidewalks for pedestrians.

The EIR noted that an existing row of sycamore trees on the west side of the roadway fronting the Stony Point Plaza shopping center would not need to be removed to construct the project, and would thus remain in place as an important visual amenity adjacent to the existing roadway. In sum, no visual quality impact of potential significance was identified for the reconstruction and widening project in the Highway 12 to Sebastopol Road segment. However, the recent preparation of construction drawings for the project indicate significant visual quality impacts would occur with project implementation. The impacts would result from the removal of up to 30 established tree specimens including three Heritage redwood trees and the removal of about 800 feet of a linear earth embankment that contributes to the visual environment along Stony Point road between State Highway 12 and Sebastopol Road. Therefore, this Supplement to the EIR addresses the issue of vegetation removal and changes in visual conditions that were originally thought not to be issues of significance based on the project plans available when the Stony Point Road reconstruction and widening project EIR was prepared.
FINDINGS OF SUPPLEMENT

Visual Quality

Impact 2.1-1 (new EIR Impact 3.4-2)

Based on current engineering drawings prepared for the Stony Point Road Reconstruction and Widening Project, the removal of up to 30 ornamental trees and loss of about 800 lineal feet of grass covered earth embankment between State Highway 12 and Sebastopol Road would substantially change the appearance of the road corridor as a gateway into the Southwest Plan area. This would be a significant adverse and unavoidable visual quality impact until such time as compensation for loss of the trees could be fully realized.

Three redwood trees up to an estimated 60 to 70 feet high, 24 sycamore trees on the west side of Stony Point Road and north side of Sebastopol Road up to an estimated 30 to 35 feet high with equal spread, and three additional ornamental trees would be removed to allow for project construction. The redwood trees are designated Heritage Trees under the City’s Tree Ordinance.

The trees currently provide shade and screen views to the commercial environment beyond. The trees also provide seasonal interest in color and form because sycamore trees are deciduous and lose their leaves annually. They signal a more informal organization of spatial elements on the east and south sides of the Stony Point Plaza shopping center and form a gateway approach from State Highway 12 to the Southwest Plan area. The three- to four-foot high grass covered embankment between the roadway corridor and the shopping center provides vertical relief from the otherwise flat terrain and physical and visual separation between the shopping center parking lot and pedestrian walkways surrounding the shopping center. The embankment also elevates the trees that are located thereon above the surrounding ground plane, giving added height and dimension to the tree canopy that spreads above the adjacent walkways thus emphasizing the importance of the pedestrian environment. These amenities would be removed at the time of project construction which would be a significant and unavoidable adverse visual impact.

Mitigation Measure 2.1-1 (New EIR Mitigation Measure 3.4-2)

Mitigation for the loss of up to 30 trees and approximately 800 lineal feet of grass covered earth embankment bordering the Stony Point Plaza shopping center would require the preparation of a compensatory landscape development plan.

Toward this end, the City shall prepare a landscape development plan for the Stony Point Road Reconstruction and Widening Project between State Highway 12 and Sebastopol Road to compensate, to the maximum degree possible, for the loss of trees and grass covered embankments. The landscape plan shall include the installation of ornamental trees and groundcovers as replacement for the loss of existing trees and grass embankments. The landscape plan shall allow for sufficient clearance between the trees when mature and overhead electrical distribution lines in accordance with PG&E criteria for avoiding hazards and
maintaining safety. The earth embankment along Stony Point Road shall be retained to the extent possible.

Due to the time required to mitigate visual conditions in the project area under Mitigation Measure 2.1-1, initial removal of the existing trees and grass embankments during road reconstruction and widening would remain as a significant and unavoidable adverse visual impact. Mitigation where new trees would gain enough growth to approximate today's visual conditions and sense of entry to the Southwest Plan area would only be effective after an estimated 10 to 15 years of tree growth and development.

**Relationship to Plans and Planning Policy**

The project would not be fully consistent with specific provisions of the Santa Rosa 2020 General Plan and Southwest Area Plan. This includes preserving existing street trees (General Plan Policy UD-A-3), strengthening major entry routes into the City (General Plan Goal UD-C), defining street spaces (General Plan Policy UD-D-5), maintaining appearances (General Plan Policies T-G-5 and T-G-13), retaining buffers (Southwest Area Plan Policy 1.1.1), screening parking areas (Southwest Area Plan Policy 1.1.4), preserving trees (Southwest Area Plan Policy 3.2.1), and developing appropriate entries or gateways to the City (Southwest Area Plan Objective 2.1).

With mitigation fully implemented, after an estimated 10 to 15 years of tree growth and development the project would be consistent with these and other policies of the General Plan and Southwest Area Plan for strengthening and enhancing visual appearances, enhancing the pedestrian environment, defining street spaces, planting graded areas, providing neighborhood identity, developing landscape buffers and utilizing landscape materials to announce entry to the City.

**Significant, Unavoidable Adverse Impacts**

The significant, unavoidable adverse impact is as stated above under Impact 2.1-1.

**Alternatives to the Proposed Project**

**CEQA Alternatives**

The Stony Point Road Reconstruction and Widening project EIR evaluated two groups of alternatives: 1) CEQA Alternatives and 2) Project Alternatives. No changes or additions to the EIR are required under the discussion of the No Project alternative. The Reduced Project alternative pertained to a two-lane roadway south of Sebastopol Road and did not involve the segment between Highway 12 and Sebastopol Road. The Mitigated Project was the Stony Point Road Reconstruction and Widening Project as described in the EIR with all mitigation measures summarized and factored into the project. In accordance with the material contained in this Supplement, Mitigation Measure 2.1-1 is incorporated within the discussion of Visual Quality in EIR Section 6, Alternatives.
Project Alternatives

The reconstruction and widening project in the segment from Highway 12 to Sebastopol Road consisted of two very similar alternatives. Alternative #1 contained a combination southbound right-turn/through lane at mid-block while Alternative #2 contained separate southbound through- and right-turn lanes at mid-block.

Alternative #2 was selected by the City Council for construction without the knowledge of tree and earth embankment removal as addressed in this Supplement which is identified as a significant, unavoidable adverse impact. Therefore, the discussion of project alternatives in the EIR is amended to read in part:

“The unavoidable visual impact would be expected under either Alternative #1 or Alternative #2 because both alternatives require additional right-of-way and encroachment into existing landscaped areas along the east edge of the Stony Point Plaza Shopping Center. It is considered that Alternative #1 with a combination southbound right-turn/through lane at mid-block would require less right-of-way than Alternative #2 which would allow for the potential salvation of several sycamore trees. However the visual impact as stated previously would remain significant and unavoidable due to the overall extent of tree and embankment removal required to allow for project construction.”

Other alternatives discussed pertain to the project segments extending from Sebastopol Road to Hearn Avenue and did not involve the Highway 12 to Sebastopol Road segment. Therefore, no further supplementation to the discussion of project alternatives as contained in the EIR is required.
Section 1
Introduction

1.1 Environmental Impact Report (EIR)

An Environmental Impact Report (EIR) was prepared for the City of Santa Rosa’s Stony Point Road Reconstruction and Widening Project (herein referred to as the project) in 2004. The document was certified as adequate and complete by the Santa Rosa City Council under the provisions of the California Environmental Quality Act (CEQA) on September 7, 2004. As engineering drawings for the project have progressed toward completion over the past year, new information regarding the project and its effect on existing environmental conditions has become available. This information requires that a Supplement to the previously certified EIR be prepared as described further below. This document fulfills that requirement.

The EIR was prepared in conformance with the provisions of the CEQA Guidelines as amended. The purpose of the EIR was to provide the City of Santa Rosa, public agencies and the public in general with detailed information about the environmental effects of implementing the Stony Point Road Reconstruction and Widening Project, to examine and institute methods of mitigating any adverse environmental impacts should the project be approved for construction, and to consider alternatives to the project. CEQA provides that public agencies should not approve projects for construction until all feasible means available have been employed to substantially lessen the significant environmental effects of such projects. The EIR specifically addressed the Stony Point Road Reconstruction and Widening Project, and its various alternatives, as proposed and as called for in the Santa Rosa 2020 General Plan.

1.2 Project Location and Description

The general location of the Stony Point Road Reconstruction and Widening Project is shown on Figure S 1-1, Regional Location Map. More specifically, the Project extends from State Highway 12 to Hearn Avenue, as shown on Figure S 1-2, Site Location Map.

Stony Point Road south of Sebastopol Road in Santa Rosa for the most part exists as a two-lane road in poor condition lacking curbs and sidewalks. The Southwest Santa Rosa Area Plan Future Circulation Network Map indicates Stony Point Road is to be upgraded to a six-lane facility between State Highway 12 and Sebastopol Road and to a four-lane facility south of Sebastopol Road. Various portions of Stony Point Road north of State Highway 12 to West College Avenue have been reconstructed, but reconstruction of the road south of State Highway 12 has not occurred. The reconstruction effort south to Hearn Avenue was the subject of the previously certified EIR.
Similar to the Southwest Area Plan *Future Circulation Network Map*, the Santa Rosa 2020 General Plan Transportation Element provides for reconstructing Stony Point Road as a six-lane regional/arterial street from State Highway 12 to Sebastopol Road and as a four—lane regional/arterial street from Sebastopol Road south to Todd Road, a distance of about two and three-quarters miles. The roadway segment from State Highway 12 to Hearn Avenue fulfills a portion of the overall regional/arterial street configuration as called for in the General Plan.

The project addressed in the certified EIR consisted of reconstructing and widening Stony Point Road to six lanes with five-foot wide bike lanes, six-foot wide sidewalks and medians between State Highway 12 and Sebastopol Road, and four lanes with five-foot wide bike lanes, six-foot wide sidewalks and medians between Sebastopol Road and Hearn Avenue, inclusive of curb and gutter on both sides of the road. The installation of trees, shrubs and groundcovers would occur within the medians at various locations throughout the reconstruction and widening project. Additional landscaping would be included in two- to eight-foot wide planter strips between the curbs and sidewalks. Turning movement lanes are planned at intersection locations.

This Supplement to the EIR focuses on the segment of reconstruction and widening between State Route 12 and Sebastopol Road, a distance of about 1,100 feet (Station 15+00 to 26+00). The existing roadway currently includes two southbound lanes merging to one southbound lane and right- and left-turn lanes at Sebastopol Road, and two northbound lanes with a concrete median separating northbound and southbound lanes.

The reconstruction and widening plans for the Highway 12 to Sebastopol Road segment consist of reconstructing the roadway to include two northbound lanes, two southbound lanes, exclusive northbound and southbound right turn lanes, and left-turn pockets at intersections. There would also be separate southbound through- and right-turn lanes at the mid-block entry to the Stony Point Plaza shopping center, limited concrete medians between intersections, and curb and sidewalks for pedestrians bordered by planter strips at various locations. There would be no provision for on-street parallel parking. Striping for bicycle lanes is included.

### 1.3 Supplement to the EIR

#### Need for Supplement

This Supplement addresses significant environmental effects not discussed in the previous Stony Point Road Reconstruction and Widening Project EIR as defined further below. New information regarding the reconstruction and widening of Stony Point Road between State Highway 12 and Sebastopol Road has come to light since the project EIR was certified by the City Council on September 7, 2004 and is described in this Supplement. The information presented herein is intended to augment information contained in the previously certified EIR in order to provide a full disclosure under CEQA of environmental impacts that would occur with project implementation. Toward this end, the EIR is
Environmental Evaluation

In Section 3.4 of the EIR entitled *Visual Quality*, it was explained that the project would require the removal of two broadleaved trees about 20 to 25 feet tall on the east side of the roadway, and that an additional large broadleaved tree on the east side of the roadway near the Sebastopol Road/Stony Point Road intersection would remain.

It was also noted that an existing row of sycamore trees on the west side of the roadway fronting the Stony Point Plaza shopping center would not need to be removed to construct the project, and would thus remain in place as an important visual amenity adjacent to the existing roadway. In sum, no visual quality impact of potential significance was identified for the reconstruction and widening project in the Highway 12 to Sebastopol Road segment. However, with the recent preparation of construction drawings for the project, significant visual quality impacts are anticipated with project implementation. The impacts as defined further in this Supplement would result from the removal of up to 30 established tree specimens including three Heritage redwood trees and the removal of substantial portions of a linear earth embankment that contributes to the visual environment along Stony Point Road between State Highway 12 and Sebastopol Road. Therefore, this Supplement to the EIR addresses the issue of vegetation removal and changes in visual conditions that were originally thought not to be issues of significance based on the project plans available when the Stony Point Road Reconstruction and Widening Project EIR was prepared.5

Under CEQA, revisions of the previous EIR are required to address the project as currently designed due to 1) the potential involvement of new environmental effects, 2) the occurrence of changes with respect to circumstances under which the project would be undertaken, and 3) the generation of new information of importance regarding the project that was not known at the time the previous EIR was certified. In this case, a Supplement to the Stony Point Road Reconstruction and Widening Project EIR may be prepared rather than a Subsequent EIR because it is considered that minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. In accordance with CEQA Guidelines Section 15163, a supplement to an EIR need contain only the information necessary to make the previous EIR adequate for the project.

With completion of a Supplement, when approving the project in the final configuration, the decision making body (City Council) will consider the previous EIR as revised by the Supplement. The Supplement is given the same kind of notice and public review as is given to a Draft EIR (Guidelines Section 15163 and 15087).

Based on a review of the technical issues discussed in the EIR and the project construction plans as currently developed, this Supplement addresses the following subject areas and CEQA topics:

- Visual Quality
- Relationship to Plans and Planning Policy
• Significant, Unavoidable Adverse Impacts
• Alternatives to the Proposed Project

Other EIR technical sections (i.e., Hazardous Materials, Biological Resources) are not addressed in this Supplement because there are no indications of impact significance for the road segment between Highway 12 and Sebastopol Road in addition to what was already discussed in the Reconstruction and Widening Project EIR.

### 1.4 PROJECT SCHEDULING

A detailed schedule for the reconstruction and widening of Stony Point Road for the project as a whole between Highway 12 and Hearn Avenue has not been established at this time. However, reconstruction for the segment between Highway 12 and approximately 800 feet south of Sebastopol Road is planned to commence in November of 2006 with the initial activities of PG&E relocating power poles, electrical distribution lines, and underground utilities including transformers, electrical feeds for street lights and signals, a major gas regulator and pressurized gas lines. The preparation of construction plans and specifications is continuing during preparation of this Supplement. Required approvals are as described in the EIR prepared for the project, Section 2, *Project Description*. Once approvals are obtained, construction documents will be released for construction bids by area contractors.

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**Endnotes—Introduction**

1. The Southwest Area Plan EIR, which was certified by the Santa Rosa City Council in 1994, included the reconstruction and widening of Stony Point Road from Sebastopol Road to Hearn Avenue. However, since the document was certified, there have been changes in circumstances surrounding the project. This includes changes in environmental conditions (i.e., traffic and circulation), and changes in regulatory requirements under agencies having jurisdiction over environmental resources. In addition, preliminary planimetrics (design) for the Stony Point Road reconstruction and widening effort has been completed, inclusive of the options for road placement and width that had not been completed at the time the Southwest Area Plan EIR was prepared. Accordingly, the Stony Point Road Reconstruction and Widening Project EIR was prepared as a Subsequent EIR (SEIR) under CEQA as a result of the changed conditions.

Under CEQA, an SEIR is to be prepared when new information that was not known and could not have been known at the time the previous EIR was certified as complete comes to light and it is determined that a project may involve significant effects not discussed in the previous EIR. An SEIR is also required to be prepared when substantial changes are proposed in a project that would require major revisions to the previous EIR. Because the Stony Point Road Reconstruction and Widening Project involved new information of importance since the Southwest Area Plan EIR was certified, the Reconstruction and Widening Project was considered to potentially involve significant effects not discussed in the previous EIR. Therefore, in accordance with CEQA Guidelines Section 15162, the SEIR was prepared. For brevity, and because a Subsequent EIR (SEIR) is categorized as a type of EIR rather than an EIR of differing content or format, in this document the Stony Point Road Reconstruction and Widening Project SEIR is referred to as an EIR rather than an SEIR.


4 City of Santa Rosa, Santa Rosa 2020 General Plan, Transportation Element, page 5-6 and page 5-29.

5 It was considered that vegetation removal would be less than significant from a visual quality standpoint and not substantially or adversely affect existing esthetic conditions. Visual change including the installation of new plant materials and undergrounding of utilities (electric, phone, cable), was noted as a feature that would enhance the appearance of the roadway corridor in the urban setting, no important views available to the public would be obstructed, and street lighting would conform to the existing lighting regime.
Section 2
Environmental Setting, Impacts and Mitigation Measures

2.1 Visual Quality

Introduction

This section supplements the visual quality analysis contained in Section 3.4 of the Stony Point Road Reconstruction and Widening Project EIR. Findings and conclusions contained in Section 3.4 of the EIR are summarized herein in support of documenting the conclusions of this supplemental analysis. This section, as a Supplement to the EIR, specifically addresses the project segment from State Highway 12 to Sebastopol Road. Anticipated changes in visual conditions with the reconstruction and widening project fully implemented are examined. It is recognized that the perception of visual conditions and the assessment of visual impact would vary, depending on the mind-set of the viewer and individual sense of aesthetics, as explained further herein. However, as in the EIR, standards of impact significance are reiterated on which the assessment of visual impact is based.

Setting

Southwest Plan Area

The road segment examined in this Supplement is located in the north central portion of the Southwest Plan area, an approximate 3,800 acre planning area in southwest Santa Rosa (see also Section 2.2 of this Supplement, Planning and Relationship to Plans, for further information about the Southwest Plan area and the Area Plan prepared for the Southwest Plan area).

The Southwest Plan area is visually diverse because of the mixture of open spaces and developed areas that currently exist within the Plan area. There are open undeveloped lands with single family residences and appurtenant structures at scattered locations. There are also recently constructed residential neighborhoods and business parks at various locations mixed with older residences and buildings symbolic of past agricultural activities. Street trees associated with more recent development and native oaks in remaining undeveloped parcels add to the visual variation of diverse development mixed with open space patterns to be seen in the Southwest Plan area.

Portions of the Southwest Plan area are intensively developed, particularly to the north along Sebastopol Road and to the east along the U.S. Highway 101 corridor. Housing, industrial, commercial, business park and recreational land uses are scattered throughout the remainder of the Southwest Plan area. Undeveloped areas generally appear semi-rural in character, while developed areas, inclusive of recently constructed businesses and residential complexes in the Northpoint Parkway area and along Stony Point Road near Hearn Avenue appear distinctly urban because of the greater density and intensity of development.
At the current time, the Southwest Plan area does not offer a strong sense of “place” or contain well defined entry (gateway) points. Exceptions would include the Stony Point Road entry to the Southwest Plan area extending south from State Highway 12 which is developed with commercial land uses and low-profile residences situated close to the road edge; this area retains its own visual significance through building design, development pattern and established tree plantings.

**Highway 12 to Sebastopol Road**

The segment of Stony Point Road between Highway 12 and Sebastopol Road, is about two city blocks in length, and retains a commercial appearance because of the land uses that predominate in the area. The approximate 16 acre Stony Point Plaza shopping center containing a variety of single story retail shops and restaurants occupies land on the west side of Stony Point Road between the Highway 12 eastbound off-ramps and Sebastopol Road. Land parcels along both sides of Stony Point Road between State Highway 12 and Sebastopol Road are designated Retail and Business Services on the General Plan Land Use Diagram. Much of the east side of the roadway corridor in this segment is undeveloped, but the overall appearance in the area is commercial. Commercial activities continue in both east and west directions from the intersection of Stony Point Road and Sebastopol Road.

A row of sycamore trees (Platanus acerifolia – London plane tree) borders the east and south sides of the shopping center at Stony Point Road and Sebastopol Road respectively. Collectively, the trees serve as a landmark feature because of their spreading canopy and absence of similar tree groupings south of Highway 12. The trees provide shade and screen views to the constructed shopping center environment beyond. The trees also provide seasonal interest in color and form because they are deciduous and loose their leaves annually. They signal a more informal organization of spatial elements on the east and south sides of the shopping center south of Highway 12.

Development of the shopping center has provided a finished edge to the Stony Point Road and Sebastopol Road frontage. Street curbs and sidewalks have been installed along with turf and general landscape development including earth mounding between the shopping center parking lot and sidewalk which provides visual separation between the pedestrian and parking environments. In contrast, the undeveloped east side of Stony Point Road between State Highway 12 and Sebastopol Road appears neglected due to the absence of landscape development, presence of weedy grass species and unfinished road edge.

Figures S 2.1-1 and S 2.1-2 are provided to illustrate existing visual conditions south of Highway 12 at the Stony Point Plaza shopping center. Figure S 2.1-1 is a view south along the west edge Stony Point Road at the shopping center while Figure S 2.1-2 is a view west along the north edge of Sebastopol Road at the shopping center. Other than the sycamore trees shown in the photographs, prominent vertical elements include a series of light standards in the Stony Point Road median and PG&E electrical distribution line poles that follow the roadway corridors.
VIEW SOUTH, WEST EDGE OF STONY POINT ROAD AT STONY POINT PLAza SHOPPING CENTER

SOURCE: EIP Associates
VIEW WEST, NORTH EDGE OF SEBASTOPOL ROAD AT STONY POINT PLAZA SHOPPING CENTER

SOURCE: EIP Associates

STONY POINT ROAD RECONSTRUCTION AND WIDENING PROJECT

FIGURE S 2.1-2: PROJECT AREA PHOTOGRAPH
Regulatory Environment

Local Regulations

The City of Santa Rosa Tree Ordinance 17-24.030 protects oaks and other native trees as heritage trees. The City of Santa Rosa Tree Ordinance includes seven species of oaks and eight other native tree species (redwood, bay, madrone, buckeye, Douglas fir, red alder, white alder and big leaf maple) of certain trunk diameters in the definition of a Heritage Tree and requires a permit for removal. Other trees can be designated as Heritage Trees by resolution of the Planning Commission. A “Protected Tree” is defined as any tree designated to be preserved on an approved development plan or as a condition of approval of a tentative map, a tentative property map, or other development approval issued by the City. Ten species (acacia, silver maple, poplar, ailanthus, hawthorn, fruitless mulberry, ligustrum, pyracantha, Monterey pine, Monterey cypress) and all fruit and nut trees except walnuts are exempt from the Tree Ordinance and no permit is required for their removal. Article 4, Permit Category II requires that:

“All development proposals... shall clearly designate all trees and Heritage Trees on the property by trunk location and an accurate outline of each tree’s drip line and shall indicate those trees which are proposed to be altered, removed, or relocated and those trees proposed to be designated Protected Trees. --- The development plan... shall indicate the genus and species, the shape, the drip line, and the trunk circumference of each tree and Heritage Tree. --- The owner of the property and the person in control of the proposed development shall protect and preserve each tree and Heritage Tree situated within the site of the proposed development---. The proposed development shall be designed so that:

- “The proposed lots and/or improvements preserve and protect any Heritage Trees to the greatest extent possible.
- “The road and lot grades protect Heritage Trees to the greatest extent possible and the existing grade shall be maintained within each such tree’s root zone.”

Impacts and Mitigation Measures

Standards of Significance

What constitutes visual quality is explained in Section 3.4 of the Stony Point Road Reconstruction and Widening Project EIR, Visual Quality. As an overview, visual quality is the perceived aesthetic value of an area and is based on the features and physical conditions of the setting, both natural and man-made, as interpreted by the viewer. Visual quality and the aesthetic value of conditions of the setting is a subjective judgment by the observer. The standards for determining visual impact significance as the result of an action (the project) are based on professional judgments and commonly accepted urban planning and design principles. Standards of visual impact significance listed in the project EIR included 1) vegetation removal, 2) change in views, 3) construction processes, and 4) light and glare. The two standards of significance as relates to this EIR Supplement include vegetation removal and change in views, defined as follows:
• **Vegetation Removal:** Adverse visual impact would normally be expected to result from the removal of vegetation prior to construction that is either natural or intended to enhance the appearance of conditions of the setting, inclusive of the constructed environment. Exceptions would include vegetative massings or plant specimens that are haphazard in placement with respect to one another, show evidence of crowding and overgrowth, retain poor health indicators or otherwise do not significantly contribute to the esthetic quality of the setting.

• **Visual Change/Views:** Visual impact would be measured by the amount of visual change either positively or adversely affecting an area’s perceived aesthetic value or conditions of the setting. A highly visible change resulting from constructing a project that is incompatible with the setting or is not pleasing to look at would constitute a significant adverse visual impact. Adverse visual impact would also be expected to result where the obstruction of an important view or scenic vista would occur as a result of project construction.

The above two criteria are considered in the impact analysis that follows. The analysis addresses the road segment from State Highway 12 to Sebastopol Road.

**Project Evaluation**

**Impact 2.1-1 (New EIR Impact 3.4-2)**

*Based on current engineering drawings prepared for the Stony Point Road Reconstruction and Widening Project, the removal of up to 30 ornamental trees and loss of about 800 lineal feet of grass covered earth embankment between State Highway 12 and Sebastopol Road would substantially change the appearance of the road corridor as a gateway into the Southwest Plan area. Views in the area would be adversely affected. There would be the loss of a visual amenity in that the trees currently provide shade; seasonal interest in color, form and texture; provide a park-like setting to the east side of the Stony Point Plaza shopping center, and reinforce the appearance of Stony Point Road as a major entry or exit to/from southwest Santa Rosa. This would be a significant adverse and unavoidable visual quality impact until such time as compensation for loss of the trees could be fully realized. (SU)*

**Tree Removal**

*East Side of Road and Center Median:* The Stony Point Road Reconstruction and Widening Project would require additional right-of-way on both east and west sides of the road as indicated previously. Based on field observations and engineering drawings currently prepared for the project, expanding the roadway to the east would require the removal of a 21-inch diameter at breast height (DBH) English walnut tree (Juglans regia) near the northeast corner of the intersection of Stony Point Road and Sebastopol Road. This tree, although listed as a “liability” in a tree appraisal prepared for the project,\(^1\) nonetheless comprises one element of a grouping of trees in the intersection area offering a sense of green space and shade within an urban setting. Additionally, two ornamental trees with an estimated 10- to 12-inch DBH measurement, about 25-feet high and 20 feet wide in the Stony Point Road center median would be removed to allow for project construction.
West Side of Road: Three redwood trees and 21 sycamore trees on the west side of Stony Point Road, and three sycamore trees on the north side of Sebastopol Road would be removed to allow for the expanded right-of-way, grade differentials in new pavement surfaces and the installation of relocated underground utilities. The three redwood trees are located near the Highway 12 eastbound off ramp and are estimated to be 60 to 70 feet tall with a 22-inch to 28-inch DBH measurement. The redwood trees are designated Heritage trees as indicated previously. The sycamores are estimated to be up to about 30 to 35 feet in height with equal spread and 14-inch to 20.5-inch DBH measurements.

Total Tree Removal: Based on the discussion above, a total of 30 trees would be removed to allow for project construction between Highway 12 and Sebastopol Road.

Construction drawings prepared for the project at the time of preparing this Supplement indicate the removal of two redwood trees, 17 sycamores and three additional specimens along Stony Point Road and Sebastopol Road for a total of 22 trees. However, inspection of the drawings indicates that up to eight additional trees would either have their root systems severed or changes in grade around the tree crowns would be so severe as to ensure their demise. Therefore, the removal of 30 trees is considered realistic in this analysis.

Further, the existing three- to four-foot high grass covered embankment between the roadway corridor and the shopping center would be removed to allow for project construction. The lineal earth embankment (berm) parallel to the sidewalk as it exists today provides vertical relief from the otherwise flat terrain and physical and visual separation between the shopping center parking lot and pedestrian walkways surrounding the shopping center. The embankment also elevates the trees that are located thereon above the surrounding ground plane, giving added height and dimension to the tree canopy that spreads above the adjacent walkways thus emphasizing the importance of the pedestrian environment. Removal of the earth embankment would detract from the scale and sense of definition now given to pedestrian movement at the shopping center periphery.

The sycamore trees are anticipated to date back to when the Stony Point Plaza shopping center was originally constructed in 1984. The trees would be at least 25 years old now assuming they were about three years old when planted. As indicated previously, the sycamore trees function as a visual amenity, offering shade to the pedestrian and providing seasonal interest in color and form. Removal of the trees would bring about a significant change in visual conditions at the shopping center, and result in the loss of substantial definition of a major entry corridor into southwest Santa Rosa. There is no other known similar configuration of trees along other major road corridors in the project area. Thus, loss of the trees would be a significant and unavoidable impact adversely affecting visual conditions within the project area.

It is acknowledged that the reconstruction and improvements given to underground utilities (electric, phone, cable) would allow for the continued enhancement of visual conditions by avoiding and removing overhead clutter from within the field of view. However, the undergrounding of utilities, along with the relocation of street light standards and PG&E’s overhead electrical distribution lines to allow for project construction would contribute to the need for tree removal. Specifically, the installation of a large underground gas regulator utility vault at the northwest corner of the intersection...
of Stony Point Road and Sebastopol Road would require the removal of three sycamore trees and an earth berm on which the trees are situated along Sebastopol Road (see Figure S 2.1-2 which shows two of the trees to be removed in the foreground).

As discussed in the Stony Point Road Reconstruction and Widening Project EIR, it was considered that the existing row of sycamore trees on the west side of Stony Point Road and the north side of Sebastopol Road embracing the shopping center would not need to be removed to allow for roadway construction and utility relocation, and would thus remain in place as an amenity adjacent to the existing roadway. This conclusion was based on schematic engineering drawings completed for the project at the time the EIR was prepared. No significant, unavoidable adverse visual quality impacts were identified for the reconstruction and widening project between State Highway 12 and Sebastopol Road in the project EIR.

**Mitigation Measure 2.1-1 (New EIR Mitigation Measure 3.4-2)**

**Landscape Development Plan**

Mitigation for the loss of up to 30 trees and approximately 800 lineal feet of grass covered earth embankment bordering the Stony Point Plaza shopping center would require the preparation of a compensatory landscape development plan.

Toward this end, the City shall prepare a landscape development plan for the Stony Point Road Reconstruction and Widening Project between State Highway 12 and Sebastopol Road to compensate, to the maximum degree possible, for the loss of existing trees and grass covered embankments. The landscape plan shall include the installation of ornamental trees, groundcovers, shrubs and/or turf as replacement for the loss of existing trees and grass embankments. The landscape plan shall allow for sufficient clearance between the trees when mature and overhead electrical distribution lines in accordance with PG&E criteria for avoiding hazards and maintaining safety. The loss of the three Redwood trees as Heritage trees shall be compensated for through conformance with City Code Section 17-24.050 (C) (Tree Replacement Program).

The earth embankment along Stony Point Road shall be retained to the extent possible. The east side of the existing embankment facing Stony Point Road is planned to be removed, with a cast stone retaining wall up to three feet in height constructed adjacent to the new sidewalk to preserve the west portion of the existing embankment.

As the Stony Point Road Reconstruction and Widening Project construction drawings are completed by the Department of Public Works, a drawing shall be prepared by a qualified landscape architect showing the genus and species, trunk location, and drip line of all trees 4 inches DBH or greater that are proposed to be removed. The number of trees to be replaced shall conform to the requirements of City Code Section 17-24.050-(C) (Tree Replacement Program). The landscape architect shall monitor replacement trees during planting to ensure root-ball protection and tree health, and monitor the growth and survival of the newly planted trees for at least 5 years.
The implementation of Mitigation Measure 2.1-1 would reduce Impact 2.1-1 to a less than significant level as the trees mature and develop a spreading canopy. This would take an estimated 10 to 15 years. After an estimated 10 to 15 years, the trees would gain enough growth to approximate visual conditions and sense of entry to the Southwest Plan area along this northern portion of Stony Point Road as currently exists. It is expected that shrubs and groundcovers as may be included in the landscape development plan would enhance the pedestrian environment at ground level within an approximate two year time frame.

Due to the time required to enhance visual conditions in the project area under Mitigation Measure 2.1-1, initial removal of the existing trees and grass embankments during road reconstruction and widening would remain as a significant and unavoidable adverse visual impact as noted above. (SU) Substantial mitigation through the installation of ornamental trees would only be effective after an estimated 10 to 15 years of tree growth and development. (LS)

Mitigates: Impact 2.1-1 (SU) (LS)
Implementation: Project construction phase.
Responsibility: City of Santa Rosa, Department of Public Works
Monitoring: City of Santa Rosa, Department of Public Works

Concept Landscape Plan

As a preliminary step, a concept landscape plan for the strip of land on the west side of Stony Point Road between Highway 12 and Sebastopol Road has been prepared by the City and is shown on Figures S 2.1-3, S 2.1-4 and S 2.1-5. Figures S 2.1-3, S 2.1-4 and S 2.1-5 illustrate the following features (for orientation, refer to the graphic scale in the lower left-hand portion of each sheet):

- Existing face of curb
- Proposed face of curb
- Proposed retaining wall
- Proposed 6 ft.-wide +/- sidewalk (shaded area)
- Concept tree planting landscape plan

The concept landscape plan indicates potential tree planting opportunities after completion of the road widening project. Trees as shown on the concept landscape plan occupy those areas available for tree planting after the construction of new street pavement, concrete curb and gutter, retaining wall and sidewalks. Tree understory plantings of groundcovers, shrubs or turf are not indicated on the concept landscape plan but should be included in the final landscape plans as indicated in Mitigation Measure 2.1-1 to enhance visual conditions and curb soil erosion potential.

Cross sections through the west street edge showing the existing earth berm, existing trees and proposed improvements including street edge, planter strip, sidewalk and retaining wall are provided.
on the right side of Figures S 2.1-3, S 2.1-4 and S 2.1-5 (refer to the cross section locations as indicated on the plan view at the bottom of each page). Proposed trees are not shown on the cross sections, but are shown in plan view.

Tree species have not been determined at this time. However, the Santa Rosa City Council passed Resolution 24239 on January 4, 2000, adopting the Street Tree List and Major Street Tree Program 2000 to supersede previously approved and/or adopted lists and programs relating to street trees. For Stony Point Road from Highway 12 to Bellevue Avenue, while P. acerifolia is listed as the predominate existing species, Acer rubrum (red maple) ‘Red Sunset’ is listed as a future replacement tree species for planting under overhead utilities in four-foot wide or wider planters. The cultivar A. rubrum ‘Red Sunset’ is a deciduous tree that grows to height of 40 feet or more with about a 20-foot spread. The tree form is generally round-headed with orange-red to red fall color depending on climate and growing conditions.

### 2.2 RELATIONSHIP TO PLANS AND PLANNING POLICY

**Introduction**

This analysis supplements the analysis of Section 3.1 of the Stony Point Road Reconstruction and Widening Project EIR entitled Relationship to Plans and Planning Policy. As stated in the EIR, all incorporated cities and counties in California are required to develop, implement and periodically revise a plan for the comprehensive regulation of land use within territory that pertains to their planning activities. The Santa Rosa 2020 General Plan fulfills the requirement for the City of Santa Rosa to regulate land uses within the City’s jurisdiction. In addition, the discussion is expanded to include a conformance analysis with the objectives and policies of the Southwest Area Plan which was not included in the Stony Point Road EIR.

**Santa Rosa 2020 General Plan**

The Santa Rosa 2020 General Plan is the most current comprehensive long-term plan for the physical development of the City. This section evaluates the reconstruction and widening project (segment from State Highway 12 to Sebastopol Road) for consistency with the relevant goals and policies of the Santa Rosa 2020 General Plan.

This section adds General Plan goals and policies together with an evaluation of project consistency that would specifically apply to the road segment between State Highway 12 and Sebastopol Road. Only goals, policies and/or the related consistency analysis that is new to project evaluation and not addressed in the Stony Point Road Reconstruction and Widening Project EIR are included here. New material in Table 2.2-1 (EIR Table 3.1-1) is presented in *italics with underlining*.

Overall, the General Plan outlines a vision for the long-range physical and economic development of the City, establishes a basis for judging whether specific development proposals are in harmony with the stated vision, and provides the basis for setting priorities for detailed plans and capital improvements.
STONY POINT ROAD WIDENING
PHASE 1
SANTA ROSA, CALIFORNIA

FIGURE S 2.1-3: CONCEPT LANDSCAPE PLAN
The following consistency analysis utilizes a table format to make the analysis easy to read and the conclusions accessible to the public and decision makers.

<table>
<thead>
<tr>
<th>Goals and Policies</th>
<th>Consistency Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Design Element</td>
<td></td>
</tr>
</tbody>
</table>

**Policy UD-A-3:** Use changes in tree species, scale, color and spacing to define neighborhoods and to differentiate street types. Update the Master Street Tree Planting Plan to accomplish this.

*Street trees should relate to scale, function and visual importance of the street, as well as the character of the neighborhood or district in which they are located.*

**Consistent with Long-Term Mitigation.** The Reconstruction and Widening Project includes median and sidewalk/curbside planter strips for the development of a landscape planting plan by the City.

A concept landscape planting and development plan has been prepared for the first segment of the Stony Point Road Reconstruction and Widening Project (the segment between State Highway 12 and Sebastopol Road). In addition, Mitigation Measure 2.1-1 calls for the further preparation of a detailed compensatory landscape plan. This plan would compensate for the removal of existing sycamore and redwood trees, and grass covered embankments on the west side of the road. However, the visual impact of tree and embankment removal would be significant and adverse at the time of project construction, with (long-term) mitigation becoming effective and the impact becoming less than significant only after an estimated 10 to 15 years of tree growth and development.

**Goal UD-C:** Enhance and strengthen the visual quality of major entry routes into the City, as well as major corridors that link neighborhoods with downtown.

**Consistent with Long-Term Mitigation.** Refer to the discussion above under Policies UD-A-3 and UD-A-7. Stony Point Road is identified as a major regional/arterial entry route north into the City beginning at Bellevue Avenue. Stony Point Road between State Highway 12 and Sebastopol Road is also identified as a gateway entry to the southwest portion of the City (Southwest Plan area) in this analysis. The removal of up to 30 trees within this segment of the road corridor to allow for the reconstruction of Stony Point Road would be a significant and unavoidable adverse visual impact at the time of project construction. The sense of entry south from Highway 12 would be removed. The visual impact would become less than significant after an estimated 10 to 15 years of replacement tree growth and development as called for in Mitigation Measure 2.1-1.

**Policy UD-C-1:** Enhance the appearance of the City’s major entries through special design criteria and streetscape improvements. City Entries and Corridors: [include] Stony Point Road.

**Consistent with Long-Term Mitigation.** Refer to the discussion above under Policies UD-A-3, UD-A-7 and UD-C.
### Table 2.2-1 (EIR Table 3.1-1) continued

**Consistency Analysis of the Stony Point Road Reconstruction and Widening Project with the Relevant Provisions of the Santa Rosa 2020 General Plan**

<table>
<thead>
<tr>
<th>Goals and Policies</th>
<th>Consistency Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Consistent with Long-Term Mitigation.</strong> Alternatives #2A and #2B would include median and sidewalk/curbside planter strips for the development of a landscape planting plan by the City while Alternative #1 (the Minimum Widening alternative) would not (Sebastopol Road to Northpoint Parkway segment).</td>
<td></td>
</tr>
<tr>
<td><strong>Refer also to the discussion above under Policies UD-A-3, UD-A-7 and UD-C.</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Transportation Element

**Policy T-G-5:** Retain existing trees and vegetation along scenic roads, as possible. Enhance roadway appearance through landscaping, using native plant material.

**Consistent with Long-Term Mitigation.** A concept landscape planting and development plan has been prepared for the first segment of the Stony Point Road Reconstruction and Widening Project (the segment between State Highway 12 and Sebastopol Road). Mitigation Measure 2.1-1 calls for the further preparation of a compensatory landscape plan. This plan would compensate for the removal of existing sycamore and redwood trees, and grass covered embankments on the west side of the road. However, the visual impact of tree and embankment removal would be significant and adverse at the time of project construction, with (long-term) mitigation becoming effective and the impact becoming less than significant only after an estimated 10 to 15 years of tree growth and development.

**Policy T-G-13:** Plant graded areas to avoid erosion and maintain a pleasing appearance.

**Consistent.** The earth embankment along the Stony Point Road frontage currently separates the pedestrian environment from the Stony Point Plaza shopping center parking lot. The embankment is planned to be retained to the extent possible. The east side the existing embankment facing Stony Point Road is planned to be removed, with a cast stone retaining wall up to three feet in height constructed adjacent to the new sidewalk to preserve the west portion of the existing embankment.

**Policy T-J-4:** Provide street trees to enhance the City’s livability and to provide identity to neighborhoods and districts.

**Consistent with Long Term Mitigation.** Alternatives #2A and #2B would include median and sidewalk/curbside planter strips for the development of a landscape planting plan by the City while Alternative #1 (the Minimum Widening alternative) would not (Sebastopol Road to Northpoint Parkway segment).

**See also the discussion under Policy T-G-5 above.**
Southwest Area Plan

The Southwest Plan area was established by the City of Santa Rosa in response to the 1991 General Plan requirement to complete a plan for the Southwest Area (the area generally south of State Highway 12 and west of U.S. 101), known as the *Southwest Area Plan*. The purpose of the Plan was to implement general Plan Policy LUR-2b which directed the Department of Community Development to prepare a plan for the Southwest Area to “comprehensively address issues unique to [the] area and refine the land use plan for [the] area.” The Southwest Area Plan was adopted by the Santa Rosa City Council on June 21, 1994.

When originally developed in 1992 – 1993, the Southwest Area Plan provided for essentially the same types and mix of land uses called for in the Santa Rosa General Plan. An important distinction between the General Plan and Southwest Area Plan was the specificity of the land use designations.

The Southwest Area Plan Land Use Diagram was parcel specific in its designation of land uses where the General Plan was more general in nature. An exception to the parcel specific land uses was the location of facilities such as parks and schools. Symbolic designations were placed in areas which appeared to be the best locations based upon available information but “floated” within the vicinity of the designated parcel or area.

Today, the Santa Rosa 2020 General Plan Land Use Diagram, which is not parcel specific, supersedes the parcel specific Southwest Area Plan Land Use Diagram. However, as noted on page 2-9 of the General Plan *Land use and Livability Element*, Southwest Area Plan policies addressing these areas are still in effect. Objective and policy issues include those relating to land use, circulation and transportation, natural resources, housing, historic preservation, community design, community services, safety and backbone infrastructure. Objectives and policies of relevance to this analysis include circulation and transportation, natural resources and conservation and community design as indicated in Table 2.2-2 below. Table 2.2-2, which pertains to the roadway segment between Highway 12 and Sebastopol Road, thus supplements the analysis contained in EIR Section 3.1, *Relationship to Plans and Planning Policy*.

### Table 2.2-2

<table>
<thead>
<tr>
<th>Consistency Analysis of the Stony Point Road Reconstruction and Widening Project with the Relevant Provisions of the Southwest Area Plan (State Highway 12 to Sebastopol Road)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objectives and Policies</strong></td>
</tr>
<tr>
<td><strong>Circulation &amp; Transportation Chapter</strong></td>
</tr>
</tbody>
</table>

**Policy 1.1.1:** Provide a landscape buffer strip between vehicular and pedestrian walkways on streets that do not have a parking lane. 

**Partially Consistent.** The earth embankment along Stony Point Road currently separates the pedestrian environment from the Stony Point Plaza shopping center parking lot. The embankment is planned to be retained to the extent possible. The east side the existing embankment facing Stony Point Road is planned to be removed, with a cast stone retaining wall up to three feet in height constructed adjacent to the new sidewalk to preserve the west portion of the existing embankment. In this way, a landscape buffer between vehicular and pedestrian walkways would remain.
### Table 2.2-2 (continued)

**Consistency Analysis of the Stony Point Road Reconstruction and Widening Project with the Relevant Provisions of the Southwest Area Plan (State Highway 12 to Sebastopol Road)**

<table>
<thead>
<tr>
<th>Objectives and Policies</th>
<th>Consistency Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy 1.1.4:</strong> Screen parking areas from view. Encourage parking for commercial and industrial developments be located behind the developments. If not feasible, require screening with hedges or hedges and berms.</td>
<td>Partially Consistent/Consistent with Long-Term Mitigation. The sycamore trees between Stony Point Road and the Stony Point Plaza shopping center, in combination with shrub groupings that occur near the trees, partially screen views to the shopping center parking lot from outside locations. Implementing a concept landscape planting and development plan prepared for Stony Point Road reconstruction between State Highway 12 and Sebastopol Road would compensate for the removal of existing sycamore and redwood trees thus retaining visual screening of the existing shopping center parking lot. However, the visual impact of tree and embankment removal would be significant and adverse at the time of project construction, with mitigation becoming effective and the impact becoming less than significant only after an estimated 10 to 15 years of tree growth and development.</td>
</tr>
</tbody>
</table>

**Natural Resources Conservation Chapter**

| Policy 3.2.1: | Preserves trees, particularly Oak and other eligible heritage trees, in accordance with the City’s Tree Preservation Ordinance. | Inconsistent. Up to 30 trees would be required to be removed to allow for project construction between State Highway 12 and Sebastopol Road. This would include the removal of three redwood trees approximately 60 to 70 feet high. Redwood trees are Heritage under the City’s Tree Preservation Ordinance. See also the discussion under Circulation Policy 1.1.1 above. |

**Community Design Chapter**

| Objective 2.1: | Develop appropriate entries or gateways to the City in the locations identified on the Community Design map. | Consistent with Long-Term Mitigation. The Community Design Map shows Stony Point Road as a “Landscapeed Parkway & Street Corridor”. Stony Point Road between State Highway 12 and Sebastopol Road is also identified as a gateway entry to the southwest portion of the City (Southwest Plan area) in this analysis. The removal of up to 30 trees within this segment of the road corridor to allow for the reconstruction of Stony Point road would be a significant and unavoidable adverse visual impact at the time of project construction. The sense of entry south from Highway 12 would be removed. In accordance with a landscape development plan prepared for the project, the visual impact of tree removal would become less than significant after an estimated 10 to 15 years of replacement tree growth and development. |

| Policy 2.1.1: Utilize landscape materials, low walls, and special lighting to announce entry to the City. The entry concept could be similar to the treatment utilized at the entry to Northpoint Business Park. | Consistent. Landscape materials and a low wall are included in a concept landscape development plan developed for the project (see the discussion above under Community Design Objective 2.1 above). An earth embankment along the Stony Point Road frontage currently separates the pedestrian environment from the Stony Point Plaza shopping center parking lot. The embankment is planned to be retained to the extent possible. The east side the existing embankment facing Stony Point Road is planned to be removed, with a cast stone retaining wall up to three feet in height constructed adjacent to the new sidewalk to preserve the west portion of the existing embankment. In this way, a landscape buffer between vehicle parking areas and pedestrian walkways would remain and enhance a sense of entry into the Southwest Plan area. |
**Table 2.2-2 (continued)**

Consistency Analysis of the Stony Point Road Reconstruction and Widening Project with the Relevant Provisions of the Southwest Area Plan (State Highway 12 to Sebastopol Road)

<table>
<thead>
<tr>
<th>Objectives and Policies</th>
<th>Consistency Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy 4.1.2:</strong> Continue the use of the Sycamore tree along Sebastopol Road. Where feasible, incorporate native shrubs and accent trees within the streetscape and “front yard” landscaping.</td>
<td><strong>Inconsistent.</strong> Three sycamore trees and an earth berm on which the trees are situated would be removed along the Sebastopol Road frontage to allow for the installation of an underground gas regulator vault by PG&amp;E. The size of the vault would preclude the installation of trees to compensate for removal of the existing sycamore trees in the vault area.</td>
</tr>
<tr>
<td><strong>Policy 4.1.4:</strong> Screen parking areas from view by ensuring that ample landscaping is provided. Encourage that large parking areas be divided into smaller lots. These smaller lots could be established through the use of landscaping and building locations. Some or all of the parking could be located behind buildings.</td>
<td><strong>Consistent with Long-Term Mitigation.</strong> Implementing a concept landscape planting and development plan prepared for Stony Point Road reconstruction between State Highway 12 and Sebastopol Road would compensate for the removal of existing sycamore and redwood trees thus retaining visual screening potential of the existing shopping center parking lot. However, the visual impact of tree and embankment removal would be significant and adverse at the time of project construction, with mitigation becoming effective and the impact becoming less than significant only after an estimated 10 to 15 years of tree growth and development.</td>
</tr>
<tr>
<td><strong>Policy 5.3.8:</strong> Street trees shall be required. New street trees shall be selected from the approved City Street Tree list which corresponds to the type of street (e.g. Minor, Collector, Major) unless a special street tree is designated in Table 3.</td>
<td><strong>Consistent.</strong> Table 3 of the Community Design chapter lists the sycamore tree Platanus acerifolia ‘Bloodgood’ as the approved City street tree for Stony Point Road (pg. 70). However, due to clearance requirements imposed by PG&amp;E with respect to PG&amp;E’s overhead electrical distribution line in the project area, species of tree that do not grow to the size of the sycamore may be selected for planting. Sycamores (P. acerifolia) can grow to a height of 80 feet with a 50-foot spread. The Santa Rosa City Council passed Resolution 24239 on January 4, 2000, adopting the <a href="#">Street Tree List and Major Street Tree Program 2000</a> to supersede previously approved and/or adopted lists and programs relating to street trees. For Stony Point Road from Highway 12 to Bellevue Avenue, while P. Acerifolia is listed as the predominate existing species, <a href="#">Acer rubrum (red maple)</a> ‘Red Sunset’ is listed as a future replacement tree species for planting under overhead utilities in four-foot wide or wider planters. The cultivar A. rubrum ‘Red Sunset’ is a deciduous tree that grows to height of 40 feet or more with about a 20-foot spread. The tree form is generally round-headed with orange-red to red fall color depending on climate and growing conditions.</td>
</tr>
</tbody>
</table>

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**Endnotes**—Environmental Setting, Impacts, and Mitigation Measures

1 Noonan’s Tree Care, I.S.A. Certified Arborist #107, Tree Appraisals for Stony Point Road Widening Project, prepared for Green Valley Consulting Engineers, April 27, 2006.

2 Section 17-24.050 (C) (1) states: “For each six inches or fraction thereof of the diameter of a tree which was approved for removal, two trees of the same genus and species of the removed tree (or another species, if approved by the Director), each of a minimum 15-gallon container size, shall be planted on the project site, provided however, that an increased number of smaller size trees of the same genus and species may be planted if approved by the Director, or a fewer number of such trees of a larger size if approved by the Director.”

3 Santa Rosa 2020: General Plan, adopted by the City Council on June 18, 2002.
Section 3

Significant, Unavoidable Adverse Impacts

The following is added to page 5-2 of the Stony Point Road Reconstruction and Widening Project EIR Section 5, Significant, Unavoidable Adverse Impacts, after the discussion of Traffic and Circulation and before the discussion of Noise.

Visual Quality

State Highway 12 to Sebastopol Road

Based on current engineering drawings prepared for the Stony Point Road Reconstruction and Widening project, the removal of up to 30 ornamental trees and loss of about 800 lineal feet of grass covered earth embankment between State Highway 12 and Sebastopol Road would substantially change the appearance of the road corridor as a gateway into the Southwest Plan area. Views in the area would be adversely affected. There would be the loss of a visual amenity in that the trees currently provide shade; seasonal interest in color, form and texture; provide a park-like setting to the east side of the Stony Point Plaza shopping center, and reinforce the appearance of Stony Point Road as a major entry or exit to/from southwest Santa Rosa. This would be a significant adverse and unavoidable visual quality impact until such time as compensation for loss of the trees could be fully realized.
4.1 INTRODUCTION

The Stony Point Road Reconstruction and Widening project EIR evaluated two groups of alternatives: 1) CEQA Alternatives and 2) Project Alternatives. The discussion of CEQA Alternatives responded to the requirement to evaluate project alternatives as prescribed by CEQA. These alternatives included:

- No Project
- Reduced Project
- Mitigated Project
- Environmentally Superior Alternative

The discussion of Project Alternatives responded to the need to identify which of three design alternatives evaluated throughout the body of the EIR was the least environmentally disruptive while fulfilling the objectives of the project to the extent possible. These alternatives, which generally included differing lane and turning movement configurations, were evaluated in parallel at an equal level of detail throughout the EIR and included:

- Two design alternatives for the segment from Highway 12 to Sebastopol Road
- Three design alternatives for the segment from Sebastopol Road to Northpoint Parkway
- Three design alternatives for the segment from Northpoint Parkway to Hearn Avenue

This discussion evaluates the status of the alternatives analysis as contained in the project EIR as relates to the findings of visual quality impact described in this Supplement to the EIR.

4.2 CEQA ALTERNATIVES

- No Project

No changes or additions to the EIR are required under the discussion of the No Project alternative. Conclusions relative to the No Project alternative as described in the EIR would not change as a result of the analysis contained in this Supplement.

- Reduced Project

The Reduced Project alternative pertained to a two-lane roadway south of Sebastopol Road and did not involve the segment between Highway 12 and Sebastopol Road. Therefore the Reduced Project alternative is not included in this analysis.
Mitigated Project

The Mitigated Project was the Stony Point Road Reconstruction and Widening project as described in the EIR with all mitigation measures summarized and factored into the project. In accordance with the material contained in this Supplement, the following summarized mitigation is provided under the discussion of Visual Quality in EIR Section 6, Alternatives.

Mitigation for Tree Removal and Site Grading

Highway 12 to Sebastopol Road

Mitigation Measure 2.1-1 (New EIR Mitigation Measure 3.4-2)

Landscape Plantings

Mitigation for the loss of up to 30 trees and approximately 800 lineal feet of grass covered earth embankment bordering the Stony Point Plaza shopping center would require the preparation of a compensatory landscape development plan.

Toward this end, the City shall prepare a landscape development plan for the Stony Point Road Reconstruction and Widening project between State Highway 12 and Sebastopol Road to compensate, to the maximum degree possible, for the loss of trees and grass covered embankments. The landscape plan shall include the installation of ornamental trees and groundcovers as replacement for the loss of existing trees and grass embankments. The landscape plan shall allow for sufficient clearance between the trees when mature and overhead electrical distribution lines in accordance with PG&E criteria for avoiding hazards and maintaining safety.

The loss of the three Redwood trees as Heritage trees would be compensated for through conformance with City Code Section 17-24.050 (C) (Tree Replacement Program).

As project construction drawings are completed, a drawing shall be prepared by a qualified landscape architect showing the genus and species, trunk location, and drip line of all trees 4 inches DBH or greater that are proposed to be removed. The number of trees to be replaced shall conform to the requirements of City Code Section 17-24.050-(C) (Tree Replacement Program). The landscape architect shall monitor replacement trees during planting to ensure root-ball protection and tree health, and monitor the growth and survival of the newly planted trees for at least 5 years.

Site Grading

The earth embankment along Stony Point Road shall be retained to the extent possible. The east side the existing embankment facing Stony Point Road is planned to be removed, with a cast stone retaining wall up to three feet in height constructed adjacent to the new sidewalk to preserve the west portion of the existing embankment.

- Environmentally Superior Alternative
The Mitigated Project alternative that includes all mitigation measures factored into the reconstruction and widening project as established was identified as the Environmentally Superior alternative. The discussion of visual quality mitigation immediately above concerning the preparation of a landscape development plan to compensate for the loss of existing trees and earth embankment is thereby included by reference as stated under the Environmentally Superior alternative.

### 4.3 Project Alternatives

The reconstruction and widening project in the segment from Highway 12 to Sebastopol Road consisted of two alternatives, Alternative #1 and Alternative #2. Both alternatives were very similar in design. Both alternatives included reconstructing the roadway to include two northbound lanes, two southbound lanes, exclusive northbound and southbound right turn lanes, left-turn pockets at intersections, limited landscaped medians between intersections and curb/sidewalk planter strips. There would be no provision for on-street parallel parking. The major difference between Alternatives #1 and #2 is that Alternative #1 contained a combination southbound right-turn/through lane at mid-block while Alternative #2 contained separate southbound through- and right-turn lanes at mid-block.

Alternative #2 was selected by the City Council for construction without the knowledge of tree and earth embankment removal as addressed in this Supplement. Tree and embankment removal is identified as a significant, unavoidable adverse impact. Therefore, the first sentence in the paragraph at the bottom of page 6-19 in EIR Section 6, Alternatives, is to read as follows:

“As indicated on Table 6-2, and as noted in Section 5 of this SEIR, Significant, Unavoidable Adverse Impacts, significant and unavoidable adverse impacts for the reconstruction and widening project include visual quality impacts for the segment between State Highway 12 and Sebastopol Road due to the removal of up to 30 established trees and about 800 feet of grass covered embankment, and land use, pedestrian safety, and traffic impacts. The unavoidable visual impact would be expected under either Alternative #1 or Alternative #2 because both alternatives require additional right-of-way and encroachment into existing landscaped areas along the east edge of the Stony Point Plaza Shopping Center. It is considered that Alternative #1 with a combination southbound right-turn/through lane at mid-block would require less right-of-way than Alternative #2 which would allow for the potential salvation of several sycamore trees. However the visual impact as stated previously would remain significant and unavoidable due to the overall extent of tree and embankment removal required to allow for project construction.”

Other alternatives discussed pertain to the project segments extending from Sebastopol Road to Hearn Avenue and did not involve the Highway 12 to Sebastopol Road segment. Therefore, no further supplementation to the discussion of project alternatives as contained in the EIR is required.
Appendix A
Amendment to the Mitigation Monitoring and Reporting Program

Stony Point Road Reconstruction and Widening Project
MITIGATION MONITORING AND REPORTING PROGRAM

All public agencies are required to adopt mitigation monitoring or reporting programs when approving projects with Environmental Impact Reports (EIRs) or Negative Declarations that identify significant environmental impacts. The reporting and monitoring program must be adopted when a public agency makes its findings under the California Environmental Quality Act (CEQA) Chapter 2.6, Section 21081.6 of the California Public Resources Code so that the program can be made a condition of project approval. The program must be designed to ensure project compliance with mitigation measures during project implementation. A Mitigation Monitoring and Reporting Program has been established for the Stony Point Road Reconstruction and Widening project. The following is added to Section 3.4 of the Program, Visual Quality.

HIGHWAY 12 TO SEBASTOPOL ROAD

Impact 2.1-1 (New EIR Impact 3.4-2)
Based on current engineering drawings prepared for the Stony Point Road Reconstruction and Widening project, the removal of up to 30 ornamental trees and loss of about 800 lineal feet of grass covered earth embankment between State Highway 12 and Sebastopol Road would substantially change the appearance of the road corridor as a gateway into the Southwest Plan area. Views in the area would be adversely affected. There would be the loss of a visual amenity in that the trees currently provide shade; seasonal interest in color, form and texture; provide a park-like setting to the east side of the Stony Point Plaza shopping center, and reinforce the appearance of Stony Point Road as a major entry or exit to/from southwest Santa Rosa. This would be a significant adverse and unavoidable visual quality impact until such time as compensation for loss of the trees could be fully realized.

Mitigation Measure 2.1-1 (EIR Mitigation Measure 3.4-2)

Landscape Development Plan

Mitigation for the loss of up to 30 trees and approximately 800 lineal feet of grass covered earth embankment bordering the Stony Point Plaza shopping center would require the preparation of a compensatory landscape development plan.

Toward this end, the City shall prepare a landscape development plan for the Stony Point Road reconstruction and widening project between State Highway 12 and Sebastopol Road to compensate, to the degree possible, for the loss of existing trees and grass covered embankments. The landscape plan shall include the installation of ornamental trees, groundcovers, shrubs and/or turf as replacement for the loss of existing trees and grass embankments. The landscape plan shall allow for sufficient clearance between the trees when mature and overhead electrical distribution lines in accordance with PG&E criteria for avoiding hazards and maintaining safety. The loss of the three Redwood trees as Heritage trees shall be
compensated for through conformance with City Code Section 17-24.050 (C) (Tree Replacement Program).  

The earth embankment along Stony Point Road shall be retained to the extent possible. The east side of the existing embankment facing Stony Point Road is planned to be removed, with a cast stone retaining wall up to three feet in height constructed adjacent to the new sidewalk to preserve the west portion of the existing embankment.

As the Stony Point Road Reconstruction and Widening project construction drawings are completed by the Department of Public Works, a drawing shall be prepared by a qualified landscape architect showing the genus and species, trunk location, and drip line of all trees 4 inches DBH or greater that are proposed to be removed. The number of trees to be replaced shall conform to the requirements of City Code Section 17-24.050-(C) (Tree Replacement Program). The landscape architect shall monitor replacement trees during planting to ensure root-ball protection and tree health, and monitor the growth and survival of the newly planted trees for at least 5 years.

Implementation

Include mitigation measure (landscape development plan) in project plans and specifications (bid documents).

Evaluation Criteria/Performance Standards

Conformance with Mitigation Measure 2.2-1 (EIR Mitigation Measure (3.4-2)).

Agency/Party Responsible for Monitoring and Reporting

City of Santa Rosa, Department of Public Works

Monitoring and Reporting Frequency

Provide site inspections during construction to ensure conformance with plans and specifications.

Noncompliance Sanction

Stop work order during construction, amendment of construction work effort as required to ensure compliance.

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1 Section 17-24.050 (C) (1) states: “For each six inches or fraction thereof of the diameter of a tree which was approved for removal, two trees of the same genus and species of the removed tree (or another species, if approved by the Director), each of a minimum 15-gallon container size, shall be planted on the project site, provided however, that an increased number of smaller size trees of the same genus and species may be planted if approved by the Director, or a fewer number of such trees of a larger size if approved by the Director.”
Appendix B
City Council Resolution Approving Project Alignment

State Highway 12 to Hearn Avenue

Stony Point Road Reconstruction and Widening Project
RESOLUTION NO. 26094

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA APPROVING THE ALIGNMENT FOR THE STONY POINT ROAD RECONSTRUCTION AND WIDENING PROJECT, STATE HIGHWAY 12 TO HEARN AVENUE, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the Santa Rosa City Code, a notice of preparation of a subsequent environmental impact report for the Stony Point Road Reconstruction and Widening Project ("Project") was circulated and a public scoping meeting was held on May 22, 2003, to offer interested individuals, organizations and governmental agencies an opportunity to provide comments regarding the potential environmental effects of the Project; and

WHEREAS, a Draft Subsequent Environmental Impact Report ("SEIR") was prepared and sent to the State Clearinghouse for review by state agencies; and

WHEREAS, a Notice of Completion and Notice of Availability was provided and the Draft SEIR was made available to the public for review and comment for a period of 45 days beginning on February 27, 2004, and ending on April 12, 2004; and

WHEREAS, during the public review period the Council held a noticed public hearing regarding the Draft SEIR at which time all persons wishing to be heard were invited to speak or submit written comments; and

WHEREAS, written responses were prepared to all comments regarding the Draft SEIR, both oral and written, received during the public review period; and

WHEREAS, the Draft SEIR dated February 2004, and the Response to Comments, dated July 2004, which contains all comments and recommendations received on the Draft SEIR, a list of persons, organizations and public agencies submitting comments on the Draft SEIR, and responses by the City to the comments received, comprise the Final SEIR; and

WHEREAS, the SEIR studied two alignments for the Stony Point Road Reconstruction and Widening Project between State Highway 12 and Sebastopol Road, identified as Alternatives #1 and #2, and three alignments between Sebastopol Road and Hearn Avenue, identified as Alternatives #1 (Minimum Widening), #2A (Widening to East) and #2B (Widening to West), and a No Project alternative, all more particularly described in the SEIR; and

WHEREAS, the Final SEIR was presented to the Council in accordance with the requirements of CEQA and the Santa Rosa City Code; and

WHEREAS, on September 7, 2004, the Council, by resolution, certified the SEIR in accordance with CEQA and the Santa Rosa City Code, and, by motion, selected Alternative #2, State Highway 12 to Sebastopol Road and Alternative #2A (Widening to East), Sebastopol Road to Hearn Avenue, as described in the SEIR, and directed the City Staff to prepare for Council consideration an appropriate resolution regarding the selection; and
WHEREAS, the City has prepared a Mitigation Monitoring and Reporting Program - Stony Point Road Reconstruction and Widening Project, State Highway 12 to Hearn Avenue, Monitoring and Reporting Program, dated July 2004 ("MMRP") for the Project.

NOW, THEREFORE, BE IT RESOLVED that the Council hereby approves Alternative #2, State Highway 12 to Sebastopol Road, and Alternative #2A, Sebastopol Road to Hearn Avenue, as shown on the attached Exhibit "A," (the "Approved Project") based on the findings set forth below.

BE IT FURTHER RESOLVED that the Council finds and determines that:

1. The Approved Project is consistent with the General Plan based upon the land use designation shown on the Land Use Diagram and the policies contained in the General Plan as further discussed in Exhibit "B", Comparison of Alternatives and Statement of Overriding Considerations for the Stony Point Road Reconstruction and Widening Project, State Highway 12 to Hearn Avenue, City of Santa Rosa.

2. Adequate City services can be provided for the Approved Project.

3. The SEIR evaluated the Project alternatives and concluded that Alternative# 2, State Highway 12 to Sebastopol Road, and Alternative #2A, Sebastopol Road to Hearn Avenue, could be modified through the imposition of mitigation measures to reduce environmental impacts.

4. The SEIR identifies the significant adverse environmental impacts which would result from the Approved Project but which can be reduced to a less than significant level through the implementation of mitigation measures as described in detail in the SEIR and the MMRP attached as Exhibit "C." The detailed analysis of the significant effects and mitigation contained in the SEIR supports the conclusion that, except as described in Finding 5 below, the mitigation measures described in the SEIR and the MMRP will substantially reduce the significant environmental impacts to a less than significant level.

5. The SEIR identifies four significant, unavoidable adverse environmental effects from the Approved Project:

(a) Land Use: Disruption of Established Community
The Sebastopol Road to Northpoint Parkway segment of the reconstruction and widening project under Alternative #2A (Widening to East), would adversely disrupt the configuration of an established community because of the need to remove 13 residential structures, including four duplex units and a neighborhood market (with attached residential units), resulting in an adverse change to the type or intensity of an existing land use of area-wide importance.

(b) Traffic and Circulation: Level of Service
With land development projected to occur through the year 2020 in both the City and surrounding areas, during the PM peak hour, Stony Point Road would operate at level of service "D" in the southbound direction and at level of service "E" in the northbound direction, under either of the reconstruction alternatives examined. The northbound level of service would not meet the "D" significance threshold. Level of Service is estimated in terms of a letter "grade", which ranges from "A" (no delay/excellent conditions) to "F" (major delays/poorest conditions).

(c) Traffic and Circulation: Driveway Parking
Under Alternative #2A (Widening to East), certain residences would have driveways reduced to less than 20 feet. With reduced driveway lengths, the roadway reconstruction and widening project would inconvenience residents and make it difficult for residents to park in their driveways without partially or fully obstructing the sidewalk, causing pedestrians to walk in the bikeway or vehicle travel lane of the street, increasing safety hazards.
Completion of the Stony Point Road reconstruction and widening project would lead to a less than significant, permanent, increase in ambient traffic noise levels in the project area. However, since existing noise levels are already considered normally unacceptable for residential land uses, any increase in noise would exacerbate already unacceptable conditions.

6. The SEIR and MMRP identify and evaluate mitigation measures which will reduce these significant adverse impacts but not to a less than significant level.

7. The SEIR adequately addresses certain additional CEQA-required findings including the relationship between local short term uses of the environment and the maintenance of the long-term productivity, the irreversible and irretrievable commitment of resources, potential cumulative impact, significant unavoidable impacts and an identification of the environmentally superior alternative.

BE IT FURTHER RESOLVED that the Council adopts the conclusions and findings of the Final SEIR as its conclusions and findings.

BE IT FURTHER RESOLVED that the Council finds that certain alternatives discussed in the SEIR may have less significant or different impacts than Alternative #2, State Highway 12 to Sebastopol Road, and Alternative #2A (Widening to East), Sebastopol Road to Hearn Avenue, but that each such alternative is either not practicable or feasible or does not optimize compliance with the adopted objectives for the Project for the specific reasons set forth in Exhibit "B" to this Resolution.

BE IT FURTHER RESOLVED that the Council balanced the potential significant unavoidable adverse environmental effects of the Approved Project with the potential benefits of the Approved Project and, based on its evaluation, adopts Exhibit "B" as this Council's Statement of Overriding Considerations for the Approved Project notwithstanding the Project's significant unavoidable effects.

BE IT FURTHER RESOLVED that Council adopts Exhibit "C" as the Mitigation Monitoring and Reporting Program for the Approved Project, and such Program is adopted as a condition of the Approved Project and shall be implemented in conjunction with the Approved Project, based upon the following additional findings:

1. The SEIR identifies the potential significant adverse environmental effects that could result from the Approved Project.

2. The mitigation measures identified in the SEIR for the Approved Project constitute all feasible mitigation measures and each is adopted as part of the Mitigation Monitoring and Reporting Program.

3. Each potentially significant effect identified for the Approved Project will, by virtue of Project design or implementation of mitigation measures, be reduced below a level of significance, except for four potential effects identified as significant and unavoidable.

4. The mitigation measures which are applicable to the significant unavoidable effects are also incorporated in the Mitigation Monitoring and Reporting Program in order to lessen such potentially significant unavoidable effects.

5. The SEIR adequately identifies the potential environmental effects associated with the mitigation measures and analyzes such effects consistent with CEQA.

BE IT FURTHER RESOLVED that the Council authorizes the Department of Public Works to proceed with design and right of way acquisition for the Approved Project.

BE IT FURTHER RESOLVED that the Council directs that the Final SEIR, and all documents constituting the Administrative Record of the preparation and certification of the SEIR and selection of the Project,
shall be given to the Environmental Coordinator of the City of Santa Rosa, and made available at the office of such Coordinator in Santa Rosa City Hall, 100 Santa Rosa Avenue, Santa Rosa, CA.

BE IT FURTHER RESOLVED that Council directs the Environmental Coordinator of the City to file a Notice of Determination for the Approved Project.

IN COUNCIL DULY PASSED this 5th day of October, 2004.