

City of Rohnert Park Planning Commission Report

DATE: March 9, 2017

- **ITEM NO:** 8.1
- **SUBJECT:** PLSU16-0001 Site Plan and Architectural Review for a 90-Unit Multi-Family Residential Project at the northeast corner of Commerce Boulevard and Avram Avenue
- **LOCATION:** 2.26 acre area in the Central Rohnert Park Priority Development Area, bounded by Commerce Boulevard on the west, Avram Avenue on the south, Copeland Creek on the north, and City Hall on the east
- **REQUEST:** Consideration of Resolution No. 2017-08, approving a 90-Unit Multi-Family Residential Project

APPLICANT: Barney Aldridge, of Avram Partners, LLC

Background

The vacant 2.26 acres at the corner of Commerce Boulevard and Avram Avenue is currently owned by the City and under contract to be sold to the applicant. A purchase and sale agreement has been entered into between the City and Avram Partners, LLC for the purchase of the property, with a purchase price of \$1.4 million, and close of escrow scheduled for April 12, 2017.

This is the former site of the Rohnert Park City Hall and two adjacent office buildings. All three structures were demolished in 2016. The site is designated for high density residential development by the City's general plan and zoning ordinance and is located within the Central Rohnert Park Priority Development Area (PDA). The PDA was adopted in March 2016, and is intended to facilitate the development of infill sites that are supportive of a mixed-use environment and transit. The subject site is zoned Downtown High Density Residential which allows for 30 residential units per acre and a density bonus has been approved to allow for a higher residential density as further described under "Proposal".

The Planning Commission conducted a study session for this project on February 9, 2017. At such time, both staff and the applicant made presentations about this project and answered questions pertaining to density, design, and amenities.

Proposal

The proposed Avram House apartments are located within the Central Rohnert Park Priority Development Area (PDA). The Avram House project proposes 90 residential units spread between five residential buildings ranging in height from three to four stories (*Attachment A*). This project also takes advantage of the affordable housing density bonus allowed by state law: in exchange for seven affordable housing units, the density bonus increases the number of units allowed on the site by 32.5%, allows for a reduction in setbacks, and reduces the amount of required parking. Highlights of the project are:

- <u>Priority Development Area</u>. The PDA prioritizes transit-oriented infill growth. This project is located in the Creekside Neighborhood subarea, which is characterized by multifamily complexes in close proximity to shopping and services, with convenient access to trails and transit. As part of the PDA process, the subject site was rezoned Downtown High Density Residential (DT-RII). The PDA also calls for enhancements to the Copeland Creek Trail and its gateway at Commerce Boulevard.
- <u>Apartments</u>. The project proposes 90 units: 14 studios, 64 one bedroom units, 8 two bedroom units, and 4 three bedroom units. The units will have access to ample amenities: internal (pool, club house, bicycle storage, business center) and external (the Copeland Creek Trail, proximity to bus transit and SMART, accessibility to shopping and other services). Two onsite trash enclosures will be provided; the applicant will also be implementing a "garbage concierge" service whereby trash is picked up periodically from outside residents' units.
- <u>Affordable Housing Density Bonus</u>. The project features increased residential densities as allowed by the density bonus ordinance (RPMC §17.07.H) and state law (Gov. Code §65915). Projects guaranteeing that a minimum portion of units will be affordable to households of low or very low income are eligible for the density bonus. Seven affordable units (at the very low income level) will be included as part of the project. This qualifies the project for a 32.5% density bonus, allowing more units per acre than would otherwise be permitted. As proposed this increases the allowable unit count from 68 to 91 units. Applicant is proposing only 90 units. Also included with the density bonus is one concession (a reduction in setbacks from ten feet to five feet along portions of Avram Avenue and Commerce Boulevard) that the applicant has requested and is entitled to, and parking reductions mandated by state law.

An administrative permit for the density bonus was applied for by the applicant, per the requirements of the RPMC and reviewed by staff. Notices were sent out to adjacent property owners and the City received no negative feedback associated with the density bonus. The administrative permit for the density bonus was approved on February 24, 2017 (*Attachment B*). Prior to the issuance of a building or grading permit for the project, the applicant shall enter in to with the City an affordable housing agreement. The agreement will be recorded with the County of Sonoma and will continue the affordability requirement for a period of 55 years.

• <u>Sustainability Components</u>. This project features varied strategies to reduce its environmental impact – particularly related to air quality and greenhouse gases. Included are: electric vehicle charging stations, pedestrian and bicycle amenities, energy efficient

building design, solar panels, onsite storm water detention and filtration, EV charging capabilities, and other provisions to offset the carbon footprint of the project.

- <u>Parking</u>. There are 104 spaces proposed for this project. A key component of this project's feasibility is the parking reductions mandated by state law as part of the affordable housing density bonus. The required parking reductions are in addition to the density bonus and the accompanying setback concession that is requested. The parking reductions under Gov. Code §65915(p)(1), mandate that "upon request of the developer, no city, county, or city and county shall require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivision (b)"(the provision for affordable housing), that exceeds the following ratios:
 - (A) Zero to one bedroom: one onsite parking space
 - (B) Two to three bedrooms: two onsite parking spaces
 - (C) Four and more bedrooms: two and one-half parking spaces

This ratio is a reduction beyond what would be required by the RPMC. Only 102 onsite parking spaces are required by the density bonus parking standard. Applicant is in fact planning to "over park" the site by providing 104 onsite spaces. Some of the spaces will be covered/garage spaces. Of the 104 spaces, five will be ADA spaces and ten will be EV charging spaces. In addition, to the onsite spaces, the City is working with the applicant to design a "parking organization" strategy for Avram Avenue. The organization would be accomplished by adding striping to define the location and dimension of each parking space. This strategy will result in more available on-street parking and will improve safety by adding red curbs where necessary.

• **Building Elevations.** The buildings are modern in appearance and incorporate high quality, and in many cases recycled and locally sourced, materials into the façade design. A mix of natural redwood or cedar siding will be mixed with stucco as the primary exterior finishes, and the fascia, railing, and window screens shall be bronze. The five buildings vary in height and exterior articulation. Along Commerce Boulevard on the western edge of the site, the large C-shaped building varies in height from three stories at the front near Avram, to four stories at the back near the creek. No balconies or outdoor spaces face Commerce Boulevard. This design is intentional so as to comply with the City's ambient noise exposure ordinance (significant noise above the City's noise ordinance threshold emanates from nearby Highway 101 and projects in to the site). The structure itself acts as a wall to block this noise from the rest of the site.

The four remaining buildings on the eastern portion of the project site also vary in height between three and four stories. The two twin buildings along Avram Avenue feature significant vertical articulation and variation in their facades. These buildings are directly accessible from the street, and will contribute to an urban neighborhood feel along Avram Avenue. The two buildings at the back of the site along the Copeland Creek Trail are taller and feature large balconies to take advantage of the trees and views along the creek.

• <u>Site Plan Amenities</u>. This project includes numerous amenities that will lend to its attractiveness to tenants and truly make it an asset for the neighborhood and the wider community. A large pool and cabana area is tucked within the protected space created by the C-shaped building on the western end of the project. Outdoor grilling space will be

provided along with ample landscaping. Vehicle circulation is primarily defined by a loop where onsite traffic enters the project by one entrance and exit the project through another entrance. In an era where ridesharing services are increasingly popular this should facilitate the ease by which pick-ups and drop-offs are facilitated.

• <u>Pedestrian and Bicycle Amenities</u>. The location of this project allows it to take advantage a well-connected and well-developed transportation network. The project site is in close proximity to bus services that connect to destinations throughout the North Bay. The adjacent Copeland Creek Trail and bike lanes in this area open up access to Rohnert Park, Sonoma State University, and beyond to cyclists. The project is less than a ten minute walk to the soon to be operating SMART Station adjacent to the Station Center site and it is believed that some residents may use the rail system to commute to jobs in other municipalities along the 101 Corridor.

To facilitate its attractiveness to commuters using alternative forms of transit, this project has indoor bike storage (rather than just exterior bike racks) that will allow residents to keep their bicycles in a secure and dry area. Convenient, well-lit access to the Copeland Creek Trail will be provided directly from the project site.

- *Fencing*. Open fencing will be used to define private and public spaces. The project will feature low (three feet) fences/walls separating private spaces in the project from the public spaces along Avram Avenue and along the Copeland Creek Trail. This avoids the enclosed "compound" or "walled-off" effect that can be found in other similar developments. The resulting visibility will lend itself to an open atmosphere and take advantage of an "eyes on the street approach" to monitor activities and create for a more active and secured environment for residents, visitors, and trail users. Low, partially opaque walls and fences will better integrate this project in to the Creekside Neighborhood.
- *Landscaping*. The project's landscaping will feature novel features to promote sustainability and the overall attractiveness of the project. Drought tolerant native California plants and edible vegetation will be located throughout the site. Porous paving, locally sourced materials, and drainage detention areas with hydro-filtration will reduce the environmental footprint of the landscaping.
- *Signage*. There will be an Avram House sign located at each of the project entrances off of Avram Avenue. The signs will be designed in such a way so as to not obstruct the vision triangle for cars entering and exiting the project site, and to complement the overall design of the development.
- <u>City Hall Trash Enclosure</u>. The project will involve some reconfigurations to the City Hall parking lot. The informal parking that City Hall employees currently make sporadic use of on the easternmost end of the subject properties will be removed, and a new curb will be installed continuing the existing curb line (which will be roughly contiguous with the new property line). City Hall does not currently have a dedicated trash enclosure. In exchange for an approximately three foot lot line adjustment in favor of the development (required to accommodate the parking contemplated in the site plan), the applicant will construct a trash enclosure for City Hall and complete associated parking lot improvements at no cost to the City.

• <u>Trail Improvements</u>. Applicant is proposing improvements to the Copeland Creek Trail adjacent to the project, including providing a gateway with seating and signage at the trailhead adjacent to Commerce Boulevard. The trailhead is designed in such a way as to allow required access to City and Sonoma County Water Agency vehicles to conduct periodic maintenance of both the trail and the creek's floodway.

Summary of February 9, 2017 Study Session

The Planning Commission conducted a study session on February 9th featuring presentations by both staff and the applicant. The Commission expressed some concerns regarding the need for lighting and safety measures along the Copeland Creek Trail, to which both staff and applicant indicated that lighting would be provided and an "eyes on the street approach" would keep activity on the trail visible. Commissioners were also in favor of the affordable units and that the location of the site and its proximity to services and transit would allow it to take advantage of increased densities.

A desire for an expanded number of affordable units (and an increase in the number of units overall) was expressed by the Commission. Staff explored this possibility with the applicant subsequently to the meeting and found that no more than two additional units could be provided (due to density constraints and the limits of the density bonus law). Unfortunately, applicant indicated that the addition of two units would not allow an additional affordable unit to pencil, and has elected to keep the 90 unit count as originally proposed to the Commission.

Staff Analysis

Staff has conducted a thorough review of the project in accordance with the RPMC, the PDA and the City Design Guidelines:

Does the Project Implement the PDA? The PDA establishes several land use and development goals relevant to this project. Among those are: promote high-quality, compact infill growth, encourage a variety of new housing opportunities to serve different segments of the community, ensure an adequate supply of affordable rental opportunities, and encourage new developments to incorporate sustainable building principles. Avram House will be located close to transit and is a high-quality project that fits in to the existing neighborhood in a compact manner. It will feature a variety of unit types and price points. A variety of "green" measures including vehicle charging hookups, solar, bioswales, and energy efficient construction are included.

The PDA establishes several Land Use and Development Goals and Policies that are relevant to this project. Goal L-2 of the PDA is to promote high-quality, compact infill growth in the PDA that enhances the character of existing neighborhoods, complements the identity of subareas, and improves the bike, pedestrian, and transit orientation in the PDA. This project furthers those goals by providing a high-quality infill development featuring numerous amenities and strong design elements. The project is adjacent to bus routes, trails, neighborhood shopping and services, and the forthcoming SMART station.

Goal L-4 of the PDA concerns housing and anti-displacement. Specifically, the PDA seeks to encourage a variety of new housing opportunities to serve different segments of the community, including students, working professionals, families, and senior citizens. This project appears to satisfy these goals in a number of ways. As this is proposed for vacant City-owned property there will be no associated displacement of existing residents. A variety of unit sizes and price points (including the seven affordable units) will be included in the project. This also contributes to progress towards Goal L-5 which is to ensure an adequate supply of affordable rental opportunities. Finally, this project is also proposed in accordance with Goal L-8 which is to encourage new developments to incorporate sustainable building principles. As detailed above, the Avram House project will feature a variety of "green" measures including EV charging, solar panels, bioswales, and energy efficient design and construction.

This project will appeal to a wide variety of Rohnert Park citizens. The seven very low income units will contribute to Rohnert Park's affordable housing supply. The walkable and urban nature of this project, its proximity to transit, and mix of unit sizes, all coupled with its contemporary design and amenities will make this a desirable place to live for various age groups, young professionals, retirees, families, and students.

Does the Project Meet Design Objectives? Applicant has worked with staff to develop a design that is attractive, urban, and walkable. The project has been designed and reviewed in accordance with the City's Design Guidelines.

1. Site Design. The project pays special attention to site design guideline elements and objectives and offers many good examples of their use and application. In terms of site design, the proposed buildings are positioned to contribute to an active street wall and vibrant pedestrian environment, particularly along the Avram Avenue frontage. The proposed multi-family buildings are sited to encourage a sense of community, both internally to the project and externally in relation to the wider Creekside Neighborhood. Within the project, the open spaces are centrally located and accessible to all units. The open spaces contain landscaped and hardscaped areas. The project is designed to relate well to the Copeland Creek Trail and avoids feeling like a "walled off" community.

2. Landscaping. The use of plants and trees is arranged in such a way so as to visually soften and define building edges. The landscaping emphasizes focal points such as entries to the complex, the trailhead, and the pool/cabana area. Native and drought tolerant plants shall be utilized and irrigation will come from rain gardens and irrigation from recycled water. The parking lots of the complex include trees in parking landscape fingers.

3. Pedestrian Access/Linkage. The proposed project takes advantage of its location in Central Rohnert Park to provide ample connections to the well-developed pedestrian infrastructure in that area. The project features connections and enhancements to the Copeland Creek Trail, a crosswalk to the trail along Commerce Boulevard, and pedestrian access and improvements to the sidewalks along Commerce Boulevard and Avram Avenue. Internal sidewalk connections allow pedestrians to access common areas of the project in a safe manner.

4. Service/Trash Enclosure. The two trash enclosures included on the project site are integrated in to the overall building and site design and use materials and colors that complement the primary structures. The trash enclosures are located so as to minimize the visual intrusion from the street and from residents themselves. The enclosures feature heavy gates consistent with the design guidelines. The trash enclosure proposed for City Hall will be designed and sited in a complementary fashion.

5. Mechanical and Roof Mounted Equipment. All exterior mechanical equipment is screened and located in areas not visible from the street. Parapets are used to screen mechanical equipment mounted on the roof. Additionally, this project uses alternative energy sources (solar panels), to reduce the overall carbon footprint of the project.

6. Lighting. Fixture selection and light quality are thoroughly integrated in to the project's design. The size, materials, and style of exterior lighting fixtures complement the contemporary nature of the buildings' design. LED light fixtures shall be used throughout the project. Lighting will be used to enhance the attractiveness, usability, and safety of outdoor pedestrian and gathering areas, including the pool area, parking lots, paths, signage, and the Copeland Creek Trail. Design and location strategies are used to reduce and eliminate glare on upper stories of buildings, public streets, and adjacent properties.

7. Site Furnishings. Various furnishings will be used throughout the project that are consistent with the design and materials of the structures themselves. The furnishings will be made of durable and high quality materials and of a scale and in locations that relate to pedestrians and users of the outdoor common areas.

8. Building Design. A variety of high quality materials will make the project attractive for both residents and neighbors. A number of "green" techniques are incorporated in to the project's design. The buildings are massed in such a way so as to create an interesting street environment in a manner that is sensitive to the existing and emerging urban context in this area of Rohnert Park. The buildings are articulated in such a way so as to clearly define different areas of the project. The buildings along Avram Avenue articulate the different units and add interest to the streetscape. All the buildings will use a common design language that uses a consistent rhythm of materials, framing, window placement, color, and design. The buildings and site design can be considered modern with elements of regional vernacular that serve to tie the building to Rohnert Park and Sonoma County as a whole.

Does the Project's Site Relate Well to the Neighborhood? This project is of the scale contemplated by the PDA and the zoning ordinance. Ample on-site parking that is largely hidden from the street will create an attractive appearance. The units along Avram Avenue are oriented towards the street, encouraging an urban, neighborhood feel. The design and positioning of the structures are also intended to highlight the prominence of and take advantage of the close proximity of City Hall. Improvements to the Copeland Creek Trail will be an amenity to the neighborhood accessible to all residents.

Environmental Consistency Analysis

The City of Rohnert Park (City) approved the Central Rohnert Park Priority Development Area (PDA) Plan in March of 2016. The intent of the PDA Plan is to support transit-oriented and infill development in existing communities within the City, particularly adjacent to transit. In accordance with the California Environmental Quality Act (CEQA), the City prepared an EIR to analyze the impacts associated with implementation of the PDA Plan on a program-level basis. The PDA EIR was also certified in March 2016.

A consistency review was completed for this project (*Attachment C*) that demonstrates that it is consistent with the PDA EIR. Impacts associated with the project are consistent with those previously identified and analyzed and the implementation of applicable mitigation measures, as identified throughout the consistency analysis, would ensure that all project-related impacts remain less than significant. To ensure the effective implementation and enforcement of applicable PDA EIR mitigation measures, the project would be required to adhere to the MMRP for the PDA EIR.

Recommended Planning Commission Action

Based on the above analysis, staff recommends that the Commission adopt Resolution 2017-08 approving the Site Plan and Architectural Review for the 90-unit multi-family project at the northeast corner of Commerce Boulevard and Avram Avenue.

Attachments:

- A. Resolution 2017-08
- B. Avram House Planning Submittals
- C. Administrative Permit for Affordable Housing Density Bonus
- D. Central Rohnert Park Priority Development Area Plan EIR Consistency Review

APPROVALS:

Jeffrey Beiswenger, AICP Planning Manager

Zach Tusinger Planner I

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Date / /

PLANNING COMMMISSION RESOLUTION NO. 2017-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK, CALIFORNIA, APPROVING A SITE PLAN AND ARCHITECTURAL REVIEW FOR A MULTI-FAMILY PROJECT LOCATED AT THE NORTHEAST CORNER OF COMMERCE BOULEVARD AND AVRAM AVENUE (Barney Aldridge, Avram Partners, LLC)

WHEREAS, the applicant, Barney Aldridge, of Avram Partners, LLC, filed Planning Application No. PLSU16-0001 for a Site Plan and Architectural Review to allow a multi-family project at the northeast corner of Commerce Boulevard and Avram Avenue (see *Exhibit 1*), in accordance with the City of Rohnert Park Municipal Code (RPMC);

WHEREAS, the subject properties are currently owned by the City and under contract to be sold to the applicant. A purchase and sale agreement has been entered into between the City and applicant for the purchase of the property, with a purchase price of \$1.4 million, and close of escrow scheduled for April 12, 2017;

WHEREAS, Planning Application No. PLSU16-0001 was processed in the time and manner prescribed by state and local law;

WHEREAS, the applicant applied for an affordable housing density bonus per RPMC §17.07.H and Gov. Code §65915 (PLAP17-0001), to allow for a 32.5% density bonus, a building setback concession, and mandated parking reductions in exchange for the creation of seven (7) affordable units designated for the Very Low Income affordability level;

WHEREAS, an administrative permit for the affordable housing density bonus was granted on February 24, 2017, allowing a 32.5% density bonus, a building setback concession, and mandated parking reductions in exchange for the creation of seven (7) affordable units designated for the Very Low Income affordability level;

WHEREAS, on February 9, 2017 the Planning Commission conducted a study session of Planning Application No. PLSU16-0001 during a scheduled meeting;

WHEREAS, on March 9, 2017 the Planning Commission reviewed Planning Application No. PLSU16-0001 during a scheduled public meeting at which time interested persons had an opportunity to testify either in support of or opposition to the project; and,

WHEREAS, at the March 9, 2017, Planning Commission meeting, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Commission considered all the facts relating to Planning Application No. PLSU16-0001;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK DOES RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

Section 1. That the above recitations are true and correct.

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Section 2. <u>Factors Considered</u>. The Planning Commission, in approving Planning Application No. PLSU16-0001 considered the following factors based on the staff report and attachments, the oral presentation and any oral and written comments presented at the meeting, and hereby makes the following findings:

A. That the developments general appearance is compatible with existing development and enhances the surrounding neighborhood.

<u>Criteria Satisfied</u>. The proposed development is compatible with surrounding commercial and multi-family development found in the Central Rohnert Park Priority Development Area (PDA)'s Creekside Neighborhood. The project implements the goals of the PDA including Land Use and Development Goals to promote high-quality infill that enhances the character of the neighborhood that takes advantage of transit. The design of the project will provide a contemporary element in the area and will complement and enhance the existing architecture in the area. The project is sited in such away so as to complement the existing City Hall and to provide for an active streetscape along Avram Avenue. The height and scale is consistent with the DT-RH Downtown High Density Residential District. Improvements to the Copeland Creek trail will provide an enhancement and amenity to the surrounding neighborhood and the city as a whole. Native drought tolerant landscaping, LED lighting cast on the Copeland Creek Trail, street-oriented site design, and high quality construction materials will enhance the surrounding neighborhood. Mechanical equipment is carefully shielded from view by architectural details and parapets around the roof line.

B. That the development incorporates a variation from adjacent on-site and off-site structures in height, bulk, and area; arrangement on the parcel; openings or breaks in the façade facing the street; and/or the line and pitch of the roof.

<u>Criteria Satisfied.</u> The project pays special attention to site layout and building design. The multi-family buildings have facades with varied articulation that face the street frontages. The building elevations have deep recesses and major articulation in the building walls and the roof line, providing visual interest to the facades and reducing the bulk of the structures. The primary massing of the structures is shifted away from Avram Avenue and away from the two and three story apartment building south of Avram Avenue to allow light on to the street, match the scale of adjacent buildings, and promote openness and add interest. The apartment units will have individual patios enclosed by attractive railing. Extensive tree planting will be included in the landscaped areas. An attractive pool area and cabana is located on the western end of the project and. The development will include attractive improvements on the street frontages including the varied usage of materials, lighting that highlights the buildings' design and avoids glare to surrounding properties, and the use of varied articulation and open three foot high fencing and walls along Avram Avenue to define the private and public spaces..

C. That the development will be located and oriented in such a manner so as to provide pedestrian, bicycle and vehicular connections with adjacent properties, as appropriate, and avoids indiscriminate location and orientation.

Criteria Satisfied. The development is located within walking distance of the Rohnert Park SMART station and a wide variety of shopping options. The project is designed to enhance and take advantage of the trails along Copeland Creek and Commerce Boulevard. Improvements will be made to the Copeland Creek Trailhead at Commerce Boulevard including seating, signage, and architectural ornamentation. Vehicular connections will be provided through two entrances opening on to Avram Avenue that also provides emergency access, pick-up/drop-off circulation, and access to the project's two trash enclosures.

Section 3. Environmental Clearance. A consistency review was completed for this project to demonstrate that it is consistent with the Central Rohnert Park Priority Development Area Plan Environmental Impact Report (PDA EIR) that was certified by the City of Rohnert Park in March 2016. The Planning Commission finds that the project will not result in any new potentially significant impacts and there is no new information that was not analyzed in the PDA EIR and that could result in new significant impacts. Therefore, no additional environmental review is required. The project will adhere to the Mitigation Monitoring and Reporting Procedures found in the PDA EIR.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission does hereby approve Planning Application No. PLSU16-0001 subject to the conditions attached as Exhibit 2.

BE IT FURTHER RESOLVED that said action shall not be deemed final until the appeal period has expired and that the appeal period shall be ten (10) working days from the date of said action. No building permits shall be issued until the appeal period has expired, providing there are no appeals.

DULY AND REGULARLY ADOPTED on this 9th day of March, 2017 by the City of Rohnert Park Planning Commission by the following vote:

AYES: _____ NOES: _____ ABSENT: ____ ABSTAIN: _____

ADAMS BLANQUIE BORBA GIUDICE HAYDON

Susan Adams, Vice-Chairperson, Rohnert Park Planning Commission



Exhibit 1

Exhibit 2

ADOPTED PER CC RESOLUTION NO. 2017-08

Conditions of Approval

Site Plan and Architectural Review: Avram House Project

The conditions below shall apply to the Avram House Project located at 100 Avram Avenue (PROJ16-0002) within the Central Rohnert Park Priority Development Area Plan (PDA).

General Conditions

- 1. All applicable provisions of the City of Rohnert Park Municipal Code (RPMC) are made a part of these conditions of approval in their entirety, as if fully contained herein.
- 2. The violation of any condition listed herein shall constitute a nuisance and a violation of the RPMC. In conformity with Chapter 1.16 of the RPMC, a violation of the RPMC may be an infraction or a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief. The Applicant agrees to pay for all attorney's fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the Applicant as a result of a failure of the Applicant to fully perform and adhere to all of the Conditions of Approval.
- 3. The Applicant agrees to defend, indemnify, hold harmless and release the City of Rohnert Park, its agents, officers, attorneys and employees from any claim, action or proceedings brought against any of the above, the purpose of which is to attack, set aside, void, or annul the approval of this application or certification of the environmental document which accompanies it. This indemnification obligation shall include but not be limited to, damages, costs, expenses, attorneys', or expert witness fees that may be asserted by any person or entity, including the Applicant, whether or not there is concurrent passive or active negligence on the part of the City, its agents, officers, attorneys or employees.

General Project Conditions

- 4. By accepting the benefits conferred under the Avram House project, the Applicant acknowledges all the conditions imposed and accepts the development subject to those conditions. The use of the property by the Applicant for any activity authorized by the project approvals shall constitute acceptance of all of the conditions and obligations imposed by the City. The Applicant by said acceptance waives any challenges as to the validity of these conditions.
- 5. The Avram House Project shall be designed, approved and installed to be consistent with the overall buildout of the Central Rohnert Park Priority Development Area Plan, the RPMC and the City of Rohnert Park General Plan. The Avram House Project shall comply with all applicable mitigation measures established in the Environmental Impact Report (EIR) adopted in 2016 for the Central Rohnert Park Priority Development Area Plan. The project shall also comply with the

implementation, monitoring and reporting requirements for each mitigation measure established in the Mitigation Monitoring Program adopted with the EIR. Costs of implementing and monitoring the mitigation measures shall be borne by the Applicant and any successors-in-interest.

6. The Site Plan and Architectural Review approval shall expire one year from the Planning Commission approval date, unless prior to expiration a building permit is issued and construction is commenced and diligently pursued toward completion and the use is initiated, or an extension is requested and approved.

Project Design Conditions

- 7. All improvements shall conform to the approved site plan, exterior elevations, landscape plan, and materials board. Any minor changes shall be reviewed and approved by staff.
- 8. All roof and ground mounted mechanical equipment shall be screened from public view, details subject to Planning and Building review.
- 9. Project lighting shall be reviewed and approved by planning and engineering staff and conform to the approved plan. All exterior lighting shall be LED and designed to avoid spillover onto adjacent properties and the public right-of-way. All lighting, reflective surfaces, and other sources of illumination shall be utilized in a manner that minimized glare on public streets or any other parcel. The lights shall be of a minimum illumination necessary to perform operations and provide for safety and security. (See also Condition #27).
- 10. Landscaping shall be constructed in accordance with the State's Model Water Efficient Landscaping Ordinance (MWELO), or in accordance with water conservation standards which meet or exceed the requirements of the MWELO. The Applicant shall submit a landscaping and irrigation plan that identifies landscape material types and locations, irrigation, water usage calculations, and other information as required. The plan shall be submitted to and reviewed and approved by the Development Services Department prior to construction. All costs for review of the requirements of the MWELO shall be borne by the Applicant. All landscaping and irrigation subject to the MWELO shall be substantially complete prior to the issuance of a Certificate of Occupancy.
- 11. Landscaping shall be irrigated using recycled water, to the extent that recycled water is available. The project shall apply for and comply with the City's standard Recycled Water Use Agreement.
- 12. The project shall meet the following: Regulations governing construction standards and specifications including California Building Code Standards as amended and adopted by the City, and all other applicable State and local regulations applicable in the City at the time of permit application.
- 13. The landscaping shall be maintained in an attractive, weed and litter-free condition at all times.
- 14. There shall be no banners, flags, sandwich boards, or other temporary signs or attraction getting devices displayed on the property without the appropriate permit.

- 15. Recycling shall be conducted in accordance with accepted practices as directed by the Sonoma County Waste Management Agency.
- 16. Any new trees within five (5) feet of the public right-of-way or within five (5) feet of any paved areas within the project shall have root barriers that are approved by the City Engineer.

Public Safety Conditions

- 17. Prior to the issuance of a building permit, the Applicant shall submit a fire hydrant location plan to the Fire Marshal for review and approval. The Applicant shall make provisions for the repair and maintenance of the system in a manner meeting the approval of the Fire Marshal. Fire hydrants must be in place and fully operational within 150 feet of any construction site before the delivery of any combustible materials to that site. Contact the Fire Prevention Bureau for a clearance memo.
- 18. Prior to the issuance of any Certificate of Occupancy, all fire hydrants shall have a fully functional system with blue reflective pavement markers indicating the hydrant locations on the street as approved by the Fire Marshal.
- 19. Fire sprinklers which comply with NFPA 13 and local amendments are required for all structures. Provide a fire alarm which complies with NFPA 72 and local amendments. Provide panic hardware at any exit gate. All exit paths shall be illuminated and marked.
- 20. All buildings and units shall be clearly marked with lighted address numbering on the front of each unit. A complex directory shall be erected at each entry to the development. Details of the directory shall be submitted for review and approval by the Fire Marshal prior to issuance of building permits. Provide a key box with a permanently labelled set of keys at each entry.
- 21. Fire Lanes must be fully identified with signage and/or red curb markings as approved by the Fire Marshal.
- 22. Graffiti shall be removed from all structures (such as exterior building walls, retaining walls, noise attenuation walls, utility poles and boxes) within 24 hours of discovery at the expense of the owner or property manager.
- 23. Plans shall be reviewed by the Public Safety Department prior to issuance of building permits for fire and life safety requirements such as: fire flow, fire hydrants, fire sprinklers, fire department connections, alarm systems, smoke control systems, public-safety, radio amplification systems, gates, egress, and exiting. Such plans will be reviewed and commented on for individual buildings.
- 24. Prior to issuance of a Certificate of Occupancy, the Applicant shall provide plans or identify measures to comply with standard procedures for implementing the California Fire Code and nationally recognized standards in the use of any combustible and flammable liquids, aboveground or underground storage of such materials, welding and potential spark production, and building occupancy rating in a manner meeting the approval of the Fire Marshal.
- 25. Prior to the issuance of a building permit, the Applicant shall submit to the Fire Marshal a list of all hazardous, flammable and combustible liquids, solids or gases to

be stored, used or handled on site. These materials shall be classified according to the California Fire Code, and the information the Applicant submits to the Fire Marshal shall include a summary listing of the totals for storage and use for each hazard class. Prior to the issuance of a building permit, the Applicant shall also complete and submit to the Fire Marshal a copy of a "Hazardous Materials Inventory Statement and Hazardous Materials Business Plan" packet.

- 26. Open view fencing shall be utilized throughout the site, and final designs shall be reviewed and approved by the Planning Manager prior to construction.
- 27. Continuous illumination directed down at the path shall be provided on the Copeland Creek trail adjacent to the Project site, subject to review by the Planning and Engineering Departments.

Grading and Improvement Plan Requirements

- 28. All improvements shall be designed in conformance with: the City of Rohnert Park, Manual of Standards, Details and Specifications in effect at the time of development
- 29. The Project benchmark shall be based on a City approved USGS benchmark, and also confirmed by BKF to be applicable for Final Map.
- 30. The applicant shall implement the design recommendations stated in the "Design Level Geotechnical Investigation Proposed Residential Development 100 Avram Avenue, Rohnert Park, California" submitted by PJC & Associates dated August 4th, 2016 as a condition of development at the project site.
- 31. The grading plan shall be prepared by a Registered Civil Engineer, licensed in the State of California and shall be submitted for review and approval by the City Engineer.
- 32. The grading plan shall clearly show all existing survey monuments and property corners and shall state that they shall be protected and preserved.
- 33. The improvement plans shall be prepared by a Registered Civil Engineer, licensed in the State of California, shall be submitted for the review and approval of the City Engineer prior to issuance of a grading permit.
- 34. The improvement plans shall illustrate public street frontage improvements, grading, paving, utilities, and drainage structures, and lighting and trash collection facilities to be built. The improvements plans shall include parking lots, street and utility information including all concrete curb and gutter, sidewalk, street lights, striping and signing, paving, water lines, storm drain lines and sewer lines as necessary, erosion control and any necessary transitions.
- 35. The improvement plans shall include signage, striping and green bike lane delineation as necessary to formalize the bicycle and pedestrian crossing routes from the Copeland Creek trail to the Class 1 multi-use pathway on Commerce Boulevard.
- 36. The improvement plans shall show all existing curb, gutter, and sidewalk along both street frontages replaced. The plans shall show the new trail path and shall follow City of Rohnert Park standards during design and construction.

- 37. The improvement plans shall show completion of the concrete Copeland Creek trail along the project's Copeland Creek frontage.
- 38. Improvements plans shall include an erosion control (winterization) plan. The plan must include an order of work and staging/scheduling component indicating when facilities must be installed and when they may be removed. A separate Rain Event Action Plan (REAP) shall be required and prepared as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the REAP shall be kept on-site throughout the duration of construction activities.
- 39. The Improvement Plans shall include the following required notes:
 - a. "Any excess materials shall be considered the property of the contractor and shall be disposed of away from the job side in accordance with applicable local, state and federal regulations."
 - b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. Contractor shall be responsible that all construction equipment is equipped with manufacturers approved muffler's baffles. Failure to do so may result in the issuance of an order to stop work."
 - c. "If at any time during earth disturbing activities a concentration of artifacts or a cultural deposit is encountered, work shall stop in the immediate area and the construction manager shall contact the City and a qualified archeologist."
 - d. "If human remains are encountered anywhere on the project site, all work shall stop in the immediate area and the construction manager shall contact the City, the County Coroner and a qualified archeologist."
 - e. "If paleontological resources or unique geologic features are encountered during construction, all work shall stop in the immediate area and the construction manager shall contact the City and a qualified paleontologist."
 - f. "Construction work hours shall be consistent with the Rohnert Park Municipal Code, Noise Ordinance.
 - g. "All proposed on-site utilities shall be placed underground. This does not include surface mounted transformers, pedestal mounted terminal boxes and meter cabinets."
 - h. "If hazardous materials are encountered during construction, the contractor will halt construction immediately, notify the City of Rohnert Park, and implement remediation (as directed by the City or its agent) in accordance with any requirements of the North Coast Regional Water Quality Control Board."
 - i. "The contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The contractor shall be required to follow traffic safety measures in accordance with the Cal Trans "Manual of Traffic Safety Controls for Construction and Maintenance Work Zones." The City of Rohnert Park emergency service providers shall be notified of proposed construction scheduled by the contractor(s) in writing and at least 24 hours in advance of its proposed schedule of work."

Site Civil and Landscape Plans

- 40. Sidewalk transitions shall be provided to allow a clear five foot walkway at all locations, including areas where mailboxes, streetlights, street signs and fire hydrants are to be installed.
- 41. The improvement plans shall illustrate accessible ramps and parking as required by State of California Title 24.
- 42. Driveway entrances shall be designed to meet the requirements of the City Standards and the City Engineer. All driveways shall be per City standards for multi-residential developments.
- 43. Site photometrics are to be submitted with the Site Civil Drawings for review and approval.
- 44. Landscape plans shall be submitted with the civil improvement plans. Sidewalk alignment shall be shown on both the civil and landscape plans.
- 45. The site design shall include adequate fire lanes and other emergency facilities as determined by Department of Public Safety including any NO PARKING lanes, turnarounds, or other features as required by the Rohnert Park Department of Public Safety.

Hydrology, Storm Water and Storm Drain

- 46. The storm drain system shall be designed to meet the requirements of the Sonoma County Water Agency Flood Control Design Criteria (latest revision), specific to the Project and these conditions.
- 47. The applicant shall prepare and implement a site specific storm water pollution prevention plan acceptable to the City that identifies best management practices for effectively reducing discharges of storm water containing sediment and construction wastes resulting from site construction activities. The applicant shall also include 5-mm trash screens at the outfall into Copeland Creek in conformance with trash capture requirements adopted by the State Water Resources Control Board in April 2015.
- 48. The improvement plans shall be in conformance with the City of Santa Rosa Storm Water Low Impact Development Technical Design Manual (latest edition).
- 49. The project shall apply for and comply with the City's standard Master Maintenance Agreement for all onsite stormwater best management practices.
- 50. Discharge of runoff onto pavement should be avoided.
- 51. Drainage improvements shall be designed by a Civil Engineer registered in the State of California in accordance with the Sonoma County Water Agency's Flood Control Design Criteria. Public and private drainage improvements shall be shown on the improvement plans and shall be approved by the Sonoma County Water Agency (SCWA) prior to approval by the City Engineer.

- 52. No lot to lot drainage is allowed. No concentrated drainage may discharge across sidewalks. All site drains must be connected to the public storm drain system, or discharged through the face of curb or to an established waterway.
- 53. Plans and certifications shall demonstrate compliance of all improvements, including building pads and finished floor elevations, with the City's Flood plain Ordinance, to the satisfaction of the Building Official and City Engineer. Pad elevations shall be constructed at a minimum of 1 foot above the 100-year Floodplain as determined by the City and certified by the project engineer.
- 54. Site drainage design must include facilities for the containment of recycled water runoff due to over irrigation, system leakage or control failure.

Water System Requirements

- 55. The improvement plans shall show backflow prevention devices in accordance with the requirements of the City of Rohnert Park's Backflow Prevention Ordinance.
- 56. Each individual multifamily shall be sub-metered off a master City water meter.
- 57. The improvement plans shall show water services to all building. All City water meters shall be located within the right-of-way unless otherwise approved by the Development Services Department. The improvement plans shall show fire protection in accordance with the requirements of Rohnert Park Fire Department.
- 58. The improvement plans shall show hydrants placed per the direction of the Rohnert Park Fire Division.
- 59. The improvement plans shall include a note that states "All hydrants shall be covered with bags indicating that the hydrant is not active until flow tests are completed by the City and the hydrants are approved."

Sewer System Requirements

60. Sewer grades must be designed such that ultimate finished floors are a minimum of 12" above upstream manhole or clean-out rim elevations

Recycled Water System Requirements

- 61. The improvement plans shall show recycled water use for irrigation.
- 62. The recycled water system improvements shall be designed in accordance with the City of Santa Rosa's Recycled Water Users Guide, the City of Santa Rosa and City of Rohnert Park standards, Title 22 of the California Code of Regulations and the requirements of the North Coast Regional Water Quality Control Board.
- 63. All recycled water mains, service laterals, plumbing, valves, pipes, appurtenances, irrigation parts, vaults and boxes must be purple. Recycled water notification signs shall be installed as directed by the City Engineer. Recycled water spray, mists and ponding must not be present in any designated eating area. All drinking fountains must be positioned or shielded to eliminate any exposure to recycled water sprays or mists.

64. Recycled water/potable water dual plumbing design and layout, constructioninstallation and final inspection review for individual lots or grouping of lots must be performed by an AWWA certified Cross Connection Specialist and all deficiencies must be corrected at the applicant's expense. Written reports of the Cross Connection Specialist's finding must be submitted to and approved by the City.

Dry Utility System Requirements

- 65. Utility plans within existing public right-of-way for electric, gas, telephone, cable and fiber optic (joint trench) shall be submitted to the City Engineer for review. All above-ground structures shall be specifically approved by the Director of Development Services.
- 66. All onsite utilities shall be placed underground.

Prior to the Application for Grading Permits and/or Improvement Agreements

67. An approval letter from the Sonoma County Water Agency regarding their access arrangement to Copeland Creek shall be provided. The letter shall indicate ownership/ maintenance of the various improvement being proposed, and an exhibit shall be prepared showing the responsibilities of the various parties as agreed upon at an earlier date (property owner, Sonoma County Water Agency, City).

Prior to the Issuance of Grading Permits and/or Improvement Agreements

- 68. No construction activity may commence until the applicant has demonstrated to the City that it has filed a Notice of Intent to comply with the Terms of General Permit to Discharge Storm Water Associated with Construction Activity (NOI) with the State of California Water Resources Control Board.
- 69. The applicant shall secure an encroachment permit from the City prior to performing any work within the City right of way or constructing a City facility within a City easement.
- 70. If the site will require import or export of dirt, the applicant shall submit in writing the proposed haul routes for the trucks and equipment. The haul routes must be approved by the City prior to import/export work commencing.
- 71. For a grading permit, the applicant shall secure an approval of a grading plan prepared by a Registered Civil Engineer licensed in the State of California, pay all required fees and post sufficient surety guaranteeing completion.
- 72. The applicant shall provide the city with signed deeds for all on-site and off-site easements associated with the project. The applicant shall facilitate obtaining a public easement for the Copeland Creek Trail in favor of the City of Rohnert Park signed by SCWA if the trail is in SCWA's right of way, and/or shall grant an easement if the trail is on private property.
- 73. Prior to application for a grading permit, a striping layout must be approved by the City Engineer for parking on both sides of Avram from Commerce Blvd. to Santa

Alicia, as well as the north side of Santa Alicia Drive from the intersection of Avram Avenue to the first intersecting driveways both eastbound and westbound.

Prior to Application for the First Building Permit

- 74. Prior to the application for the first building permit, Tentative and Final Maps shall be submitted to the City. The Maps shall show:
 - a. Dedication of a new public storm drain easement over the rerouted storm drain line
 - b. Abandonment of the existing public storm drain easement over the pipe to be abandoned
 - c. An access easement in favor of the Sonoma County Water Agency for access to Copeland Creek from Avram Avenue.
 - d. Abandonment of the existing 20' parking and landscape easement on 6750 Commerce Boulevard parcel.
 - e. The merging of the parcels on the tentative map into one parcel
 - f. Abandonment of the existing Public Utility Easement (107 O.R. 46)

Prior to the Issuance of the First Building Permit

- 75. Prior to issuance of the first building permit, the applicant shall reimburse the City for any unpaid application processing costs incurred during the environmental review and entitlement approval process.
- 76. As required in the Administrative Permit approved on February 24, 2017 (PLAP17-0001), prior to issuance of the first building permit, the applicant shall enter into with the City and record an affordable housing restriction in a form acceptable to the Planning Manager and City Attorney and consistent with the provisions of State of California Density Bonus law (Government Code section 65915 et seq.) to, among other things, guarantee that a minimum of seven residential units will remain available for Very-Low Income households for a period of 55 years from the first occupancy.
- 77. The applicant shall provide pad certifications for the site on which the building permit is requested.
- 78. The applicant shall provide proof of payment of any impact fees required by the school district that serves the property.
- 79. The applicant shall demonstrate adequate fire flows to protect combustible construction in accordance with the RPMC and to the satisfaction of the City's Fire Marshall

During Construction

80. All construction shall conform to the City's most current Manual of Standards, Details, and Specifications latest edition, all City Ordinances and State Map Act and the approved plans.

- 81. The applicant shall complete all water and wastewater improvements, including pressure and bacterial testing and raising manholes and cleanouts to grade prior to connection of any improvements to the City water or wastewater systems.
- 82. If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sonoma County Environmental Health Department, the Fire Department, the Police Department, and the Development Services Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.
- 83. The applicant shall be responsible to provide erosion and pollution control in accordance with the approved plans and permits.
- 84. The applicant shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period.
- 85. If grading is to take place between October 15 and April 15, both temporary and permanent erosion control measures, conforming to the project erosion control plans shall be in place before October 1st. Erosion control measures shall be monitored and maintained continuously throughout the storm season.
- 86. The following minimum Best Management Practices (BMPs) shall be required during construction:
 - a. Construction crews shall be instructed in preventing and minimizing pollution on the job.
 - b. Construction entrances/exits shall be stabilized to prevent tracking onto roadway.
 - c. Exposed slopes shall be protected from erosion through preventative measures.
 - d. Use brooms and shovels when possible to maintain a clean site
 - e. Designate a concrete washout area. Maintain washout area and dispose of concrete waste on a regular basis.
 - f. Protect drain inlets from receiving polluted storm water through the use of filters such as fabrics, gravel bags or straw wattles.
 - g. Have necessary materials onsite before the rainy season.
 - i. Inspect all BMPs before and after each storm event. Maintain BMPs on a regular basis and replace as necessary, through the entire course of construction.
 - j. All construction implementation measures as outlined in the approved Mitigation Monitoring and Reporting Program.
- 87. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. It shall be accompanied by an engineering and geological opinion as to the safety of the site from hazards of land slippage, liquefaction, erosion, settlement, and seismic activity.

- 88. The Project shall comply with the RPMC, including hours of construction. All construction equipment shall be adequately muffled and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- 89. Hours of work shall be limited to between 8 a.m. to 6 p.m. Monday through Friday. Work on Saturday or Sunday will only be permitted with written permission from the City. Requests for extended hours must be submitted 72 hours in advance.
- 90. Throughout the construction of the project, dust control shall be maintained to the satisfaction of the City, including all measures in the approved Mitigation Monitoring and Reporting Program. The applicant shall be responsible to implement reasonable measure to cure any problems that may occur. At a minimum the dust control measures will include:
 - Cover all trucks hauling construction and demolition debris from the site.
 - Water on a continuous as-needed basis all earth surfaces during clearing, grading, earthmoving, and other site preparation activities.
 - Use watering to control dust generation during demolition..
 - Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas.
 - Sweep daily (with water sweepers) all paved areas and staging areas.
 - Provide daily clean-up of mud and dirt carried onto paved streets from the site.
 - Properly maintain all construction equipment.
 - For construction sites near sensitive receptors (or if residential development occurs prior to commencement of commercial development):
 - Install wheel washers for all existing trucks, or wash off the tires or tracks of trucks and equipment leaving the site.
 - Suspend dust-producing activities during periods when instantaneous gusts exceed 25 mph when dust control measures are unable to avoid visible dust plumes.
 - Limit the area subject to excavation, grading and other construction or demolition activity at any one time.
- 91. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, § 2485 of California Code of Regulations). Clear signage regarding idling restrictions shall be provided for construction workers at all access points.
- 92. The applicant shall post a publicly visible sign with the telephone number and person to contact at the construction site and at the City of Rohnert Park regarding dust complaints. The applicant shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

- 93. The applicant shall post signs of possible health risk during construction. The applicant is responsible for compliance with the Bay Area Air Quality management District's rule regarding cutback and emulsified asphalt paving materials.
- 94. The application shall require that its construction contractors use newer construction equipment that meets the NO_x emissions standard of 6.9 grams per brake-horsepower hour.
- 95. The project applicant shall require that its construction contractors use off-road dieselpowered construction equipment with engines greater than 50 horsepower be equipped with a Level 3 Verified Diesel Emissions Control (VDEC).
- 96. The applicant shall repair all construction related damage to existing public facilities (streets, sidewalks, utilities etc.) at no cost to the City.
- 97. If, during construction, the contractor damages any existing facilities on the neighboring properties (i.e. fences, gates, landscaping, walls, etc.) contractor shall be responsible to replace all damaged facilities.

Prior to Occupancy

- 98. All streets and sidewalks shall be paved, all public utilities installed, all signage relating to traffic control (stop signs, etc.) and all streetlights must be operational.
- 99. All water system improvements necessary to provide fire flows and pressures shall be installed an operational
- 100. All improvements shown in the improvement plans deemed necessary for the health, safety and welfare of the occupant and general public shall be completed.
- 101. The applicant shall have entered into the City's standard Master Maintenance Agreement with the City to address long term maintenance of, among other things, the stormwater BMPs.
- 102. The applicant shall have entered into the City's standard Recycled Water Agreement, designate site supervisor(s) and undertake any other activities necessary.

Prior to Acceptance of Public Improvements

- 103. All improvements shown on the Improvement Plans shall be completed.
- 104. All existing curb, gutter and sidewalk to remain shall be inspected by the City. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced.
- 105. The applicant shall provide a written statement signed by his or her engineer verifying that the grading and/or drainage improvements are completed in accordance with the plans approved by the Sonoma County Water Agency, the City Engineer, and the Building Official.
- 106. A complete set of As-Built or Record, improvement plans on the standard size sheets shall be certified by the Civil Engineer licensed in the State of California and returned to the City Engineer's office prior to final acceptance of the public

improvement. These shall show all constructive changes from the original plans including substantial changes in the size, alignment, grades, etc. during construction.

107. Approved Record Drawings shall be provided to the City geo-referenced in Autocad DWG and & PDF File formats. The same benchmark shall be used as in Condition #29.



PLANNING SUBMITTAL 11/07/2016

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EID ARCHITECTS, LLC, ENVIROMENTAL INNOVATIONS IN DESIGN IS PLEASED TO PROPOSE AVRAM HOUSE, DESIGNED AS SUSTAINABLE APARTMENT RESIDENCES AT 100 AVRAM AVENUE. A GATEWAY CENTER PIECE OF THE DESIGN IS THE GENEROUS COURTYARD WHICH INCLUDES AN EXPANSIVE SWIMMING POOL, TERRACED CABANAS, LOUNGE CHAIRS, HAMMOCK PARK, AND BEAUTIFUL SHADE TREES.

PROJECT INFORMATION

THE RESIDENTIAL CHARACTER OF THE NEIGHBORHOOD IS ENHANCED BY ENCLOSING THE MAJORITY OF THE AUTOMOBILE CIRCULATION AND AUTOCOURTS BEHIND THE PROPOSED RESIDENTIAL UNITS, STYLING OF THE HOMES IS RENDERED IN A CLEAN, BRIGHT, MODERN, "ECO-FUNCTIONAL' MANNER WITH CARE AND SENSITIVITY TO THE SURROUNDING ENVIRONMENT, SOLAR ORIENTATION, AND NEIGHBORING HOMES. THE BUILDINGS ARE STRATEGICALLY PLACED ON THE SITE TO CELEBRATE THE BEAUTIFUL VIEWS OF COPELAND CREEK WHOSE TRAILHEAD ENTRANCE WILL BE ENHANCED BY A SEAT AND MEET ENTRY FEATURE DESIGNED WITH GRACEFUL AND NATURAL MATERIALS INSPIRED BY THE TREE LINED CREEKSIDE TRAIL

COMMUNITY FACILITIES ARE PLANNED TO INCLUDE GENEROUS EXERCISE EQUIPMENT AND MEDITATION AREAS WITH CALMING VIEWS OF THE COPELAND CREEK RIPARIAN TRAILS, A BIKE STORAGE CAFE, MULTIPURPOSE GATHERING AND DINING AREA, INDOOR/OUTDOOR KITCHEN / LOUNGE, LIFESTYLE ENHANCING PROFESSIONAL WE-WORK TYPE ACCOMODATIONS AND EDUCATIONAL COMPUTER STATIONS.

THE BUILDING EXTERIORS ARE DESIGNED WITH A BLEND OF CONTEMPORARY NONCOMBUSTIBLE MATERIALS: SLIGHTLY TEXTURED ARTISAN FIBER CEMENT SIDING, A VARIETY OF STUCCO TEXTURES AND MODERN COLORS, A MIX OF FLAT AND STANDING SEAM ROOFS. WINDOWS AND DOORS ARE CONFIGURED TO ADDRESS DYNAMIC NATURAL LIGHTING, WHILE ACCOMMODATING EGRESS AND NATURAL VENTILATION

GREEN DESIGN WILL SUPPORT A THRIVING RESIDENTIAL COMMUNITY. THE PROJECT WILL INCLUDE CUTTING-EDGE APPLICATIONS OF ENERGY EFFICIENT ADVANCED FRAMING TECHNIQUES AND RECYCLED BUILDING MATERIALS. SOME OF THE FEATURES ENVISIONED FOR THIS COMPONENT INCLUDE SOLAR ELECTRIC POWER SYSTEMS, HIGHLY EFFICIENT, DIMMABLE LED LIGHTING SYSTEMS, RADIANT ROOF BARRIERS, LOW-E WINDOWS, PASSIVE SOLAR DESIGN, SOLAR WINDOW SHADING, INCREASED INSULATION AND THERMALLY WRAPPED BUILDING ENVELOPES, LOW VOC INTERIOR FINISHES AND RECYCLED BUILDING MATERIALS AND FLOORING.

LANDSCAPE ELEMENTS THROUGHOUT THE ENTIRE PROJECT WILL INCLUDE A VARIETY OF DROUGHT TOLERANT NATIVE CALIFORNIA PLANTS, SATELLITE CONTROLLED IRRIGATION SYSTEMS (WHERE FEASIBLE), POROUS PAVING AND LOCAL MATERIALS. ADDITIONAL LANDSCAPE FEATURES INCLUDE EDIBLE VEGETATION, DRAINAGE DETENTION AREAS AND HYDRO-FILTRATION PLANTING

THE ARCHITECTURAL STYLE FOR THIS PROJECT IS ECO-FUNCTIONALISM. THE PROJECT INCORPORATES MANY ECOLOGICALLY FRIENDLY COMPONENTS AND SYNTHESIZES THEM IN A FUNCTIONAL AND ATTRACTIVE MANNER.

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SUPPLEMENTAL INFORMATION

- BUILDING DETAILS & COLOR OPTION PHOTOMETRIC STUDY AD 01 AD 02
- AD 03 TRASH ENCLOSURE AD 04
- TRALI-FEAD ARCHWAY & OPT, CARPORT PLAN & ELEV 2013 CAL GREEN BUILDING STANDARD CODE 2013 CAL GREEN BUILDING STANDARD CODE G8-1 G8-2 GB-3

2013 CAL GREEN BUILDING STANDARD CODE



AVRAM HOUSE 100 AVRAM AVE. ROHNERT PARK, CALIFORNIA 94928

	SURVEY	
	V-01	TOPO AND BOUNDARY SURVEY
	CIVIL	
	C-1	GRADING & UTILITY PLAN, LID CALC'S, REPORT UNDER SEPERATE CONTRACT
AVEL.	LANDSCA	PE ARCHITECTURE
	LLO	LANDSCAPE PLAN
	L1.1	POOL COURTYARD PLAN
	L1 2	AVRAM AVENUE FRONTAGE PLAN
	L1.2a	AVRAM AVENUE PARKING PLAN
	L1 3	OUTDOOR GROUP USE AREAS
	L1_4	CREEK TRAILHEAD PLAN
	L1.4a	CREEK PATH FENCING
	L1.5	CENTRAL PEDESTRIAN WAY
	L2.0	PLANTING CONCEPT & LEGEND
1	L2,1	PLANT LEGEND & PLANT LIST
ГH	L3.0	SITE SECTIONS & DETAILS
	L3 1	SITE SECTIONS & DETAILS

RECEIVED

DEC 1 9 2016

CITY OF ROHNERT PARK





Avra	m Floo	or Are	a Sur	nmary	/									Zoning Summary:			Parking Su	mmai	ry			
-			Level:						Utility	Total			Total	Zone: DTR-H				Studio	1 bedrm	2 bdrm	3 bdrm	
Unit	Bdrms	Bidg	First	Second	Third	Total	# Units	Total	Closets	Utility	#Units	Area	Decks	Site Area: 2.26AC 98,45	i0 s.f.		A	6	28	0	0	
Α	S	A	504			504	6	3,024	13	78	4	69	276	Permitted	d Propose	d	В	0	4	8	4	
8	1	Α	748			748	7	5,236	13	91	5	108	540	Units/Ac			с	8	32	0	0	
С	1	Α	818			818	7	5,726	13	91	5	66	330	Max Res Density 30 68	68							
D	1	Α	763			763	5	3,815	14	70	5	73	365	Density Bonus per BMR Law			# Units:	14	64	8	4	90
E	1	Α	816			816	5	4,080	15	75	5	72	360	35% max 24	22		Ratio:	1	1	2	2	
F	1	Α	871			871	4	3,484	29	116	4	100	400	Total Density:	90		Reg. Parking:	14	64	16	8	102
														,					Total	On Site	Parking Provided:	104
G	2	в	372	833		1205	4	4,820	16	64	4	70	280	State BMR Requirement								
н	2	в	407	873		1280	4	5,120	18	72	4	68	272	10%	9		Number of total	parking s	paces req	uired to	e Accessible	
J	1	В	96	867		963	4	3,852	16	64	4	70	280	2070	•		and EV Charging	spaces pe	er City Pla	nning:		
к	з	в	96	907	697	1700	4	6,800	18	72	4	66	264	May EAD 115				-F F		Ā	ccessible spaces:	5
														113 217	88 473					EV	Charging spaces:	10
M	1	С	844			844	16	13,504	13	208	12	69	828	(and Flags Area Summary for datails)	00,475							
N	1	С	822			822	16	13,152	13	208	12	69	828	(see Floor Area Summary for details)			Bike Parking:		One per 4	units		26
P	S	с	544			544	8	4,352	17	136	6	76	456	On an One of the Description	I Decesso							
											74			Open Space Per Unit Required		a	Parking require	ments pe	r State			
I otal Res	i						90	16,965		1,345	-		5,479	400 36,000	36,039		Affordable Hou	sing Act r	arking c	riteria		
									Utility Rooms:		Ba	lconies:		Private On Grade:	1,274							
		Commer	cial Spac	e	South:	2476	1	2,476	Building A	248	Bu	ilding A	5,967	Private Above Grade:	5,686							
					North:	2290	1	2,290	Building B	125	Bi	ilding B	441	Common Open Space:	29,079							
									Building C	208	Bi	iilding C	2,799									
			Air B&B	Units				872						Lot Coverage 40%	26%							
														39,380	25,236							
			Garage:		Unit G				444 4	1,776				Bidg A 9510								
					Unit H				271 4	1,084				Bidg B 7436								
					Unit K				2/1 4	1,084	T t l D du se d D		44.000	Bidg C 8290								
						Totla	Building:	82,603	Total Utility:	5,870	Total Decks and Ba	iconies:	14,080									
					Tota	al Floor /	Area:	-	88,473 (buil	ding + Ut	ility)											



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PROJECT ANALYSIS



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KE	y notes
	STUCCO - HEAVY TEXTURE
2	STUCCO - 20/20 SAND FINISH STUCCO - SMOOTH TROWELEI
4	FIBER CEMENT SIDING
5	
7	MIDNIGHT BRONZE - FASCIA, RAILING, WINDOW FR MECHANICAL SCREEN
1	





AVRAM HOUSE 100 AVRAM AVE. ROHNERT PARK, CALIFORNIA 94928



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2 BLDG A - WING A2 - EAST

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AVRAM HOUSE 100 AVRAM AVE. ROHNERT PARK, CALIFORNIA 94928 KEY NOTES

7

4 FIBER CEMENT SIDING





1 BLDG A - WING A2 - NORTH

104

18



2 BLDG A - WING A2 - SOUTH 1 STUCCO - HEAVY TEXTURE 2 STUCCO - 20/20 SAND FINISH 3 STUCCO - SMOOTH TROWELED 4 FIBER CEMENT SIDING 5 WOOD - NATURAL REDWOOD OR CEDAR 6 GLAZING - HIGH PERFORMANCE MIDNIGHT BRONZE -FASCIA, RAILING, WINDOW FRAME, MECHANICAL SCREEN 7 SHFFT 1111 F BLDG "A" - WING A2 -EXTERIOR ELEVATIONS AVRAM HOUSE DATE COPYRIGHT © 2016 ENVIRONMENTAL INNOVATIONS IN DESIGN. ALL RIGHTS RESERVED 12/15/2016 3:30:38 PM 11-07-2016



KEY NOTES











10



4 West







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3 BUILDING "C" VIEW FROM CREEK



The part

AVRAM HOUSE 100 AVRAM AVE. ROHNERT PARK, CALIFORNIA 94928

BLDG "C" -CONCEPTUAL

RENDERINGS

1 STUCCO - HEAVY TEXTURE

KEY NOTES

- 2 STUCCO 20/20 SAND FINISH 3 STUCCO - SMOOTH TROWELED

- 4 FIBER CEMENT SIDING
- 5 WOOD NATURAL REDWOOD OR CEDA

- 7

- 6 GLAZING HIGH PERFORMANCE
- MIDNIGHT BRONZE -FASCIA, RAILING, WINDOW FRAME, MECHANICAL SCREEN

BUILDING "C" WITH "B" BEYOND,

7

3

2

6

4



FE



N IN N











(2) North





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4 West

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City Council

Jake Mackenzie Mayor

Pam Stafford Vice Mayor

Amy O. Ahanotu Gina Belforte Joseph Callinan *Councilmembers*

Darrin Jenkins City Manager

Don Schwartz Assistant City Manager

Michelle Marchetta Kenyon City Attorney

> Karen Murphy Assistant City Attorney

JoAnne Buergler City Clerk

Betsy Howze Finance Director

Brian Masterson Director of Public Safety

John McArthur Director of Public Works and Community Services

Mary Grace Pawson Director of Development Services

Victoria Perrault Human Resources Director February 24, 2017

Barney Aldridge Avram Partners, LLC 670 Depot Street, #110 Sebastopol, CA 95472

RE: PLAP17-0001 Administrative Approval Letter for Affordable Housing Density Bonus for the Avram House Project at 100 Avram Avenue.

Mr. Aldridge and Team,

On February 2, 2016 Barney Aldridge ("Applicant") applied for an administrative permit for an Affordable Housing Density Bonus pursuant to Rohnert Park Municipal Code ("RPMC") §§ 17.07.H and 17.25 and Cal. Gov. Code §65915 for the Avram House Project ("Project") to be located at 100 Avram Avenue in the City of Rohnert Park, CA. The density bonus was requested to increase the allowed density on the site by 32.5% to allow for the construction of ninety (90) units in exchange for the creation of seven (7) Affordable Units at the Very Low Income level. In addition, an accompanying request for one concession was made, specifically for a reduction in setbacks from ten feet to five feet. Mandatory parking reductions are also included with the density bonus. The ten (10) day notice was circulated on February 10, 2016 and no opposition to the application was received.

Findings:

1. The concession is required in order to make the affordable housing units in the Project economically feasible. Without the setback concessions, space limitations would force a reduction in the number of units on site in order to accommodate required parking and open space. Alternative approaches would significantly increase the costs associated with the project and make the affordable units significantly more expensive to construct and maintain.

2. The design, siting, and income thresholds of the Affordable Units in the Project substantially comply with all of the requirements and standards set forth in §17.07.H of the RPMC. The units will be integrated with the other units in the development with regard to siting and placement, and shall not differ in exterior appearance of the units. The income thresholds will be established, maintained, and enforced in compliance with the City's ordinance and state law through a recorded covenant restricting the seven units' affordability.

3. This administrative permit is conditioned such that prior to the issuance of any building permit for the Project, there will exist an enforceable recorded agreement to maintain the affordability of the seven affordable housing units for the duration required by law.

The Affordable Housing Density Bonus and accompanying concession is administratively approved subject to the following condition:

Prior to the issuance of a building or grading permit for any part of the Project, the Applicant shall enter into a written agreement with the City for the duration of

affordability (55 years, as measured from the issuance of the occupancy permit). The terms and conditions of the agreement shall run with the land that is to be developed, shall be binding upon the successor in interest of the developer, and shall be recorded in the Sonoma County recorder's office. The agreement shall be approved by the city attorney and shall include provisions for the following:

a. The number and proportion of housing units affordable to very low income house-holds by type, location, and number of bedrooms.

b. Standards for maximum qualifying household incomes and maximum rents or sale prices.

c. The party responsible for certifying rents and sales prices of affordable housing units.

d. The process that will be used to certify incomes of tenants or purchasers of the affordable housing units.

e. The manner in which vacancies will be marketed and filled, including the screening and qualifying of prospective renters and purchasers of the affordable units.

f. Deed restrictions on the affordable housing units binding on property upon sale or transfer.

g. Enforcement mechanisms to ensure that the affordable units are continuously occupied by eligible households are not sold, rented, leased, sublet, assigned, or otherwise transferred to non-eligible households.

h. Project phasing, including the timing of completions and rental of the affordable housing units, in relation to the timing of the market-rate units.

We look forward to working with you on further approvals for the Avram House Project. In particular, we appreciate your willingness to develop needed high quality Affordable Housing in the City of Rohnert Park. As noted in this approval, the affordable housing agreement will need to be finalized and recorded prior to the issuance of any building or grading permits. If you have any questions I can be reached at (707) 588-2231 or at ztusinger@rpcity.org.

Sincerely,

Zach Tusinger Planner I City of Rohnert Park

AVRAM HOUSE PROJECT

Central Rohnert Park Priority Development Area Plan EIR Consistency Review



City of Rohnert Park

Development Services I 30 Avram Avenue Rohnert Park, CA 94928-2486

MARCH 2017

I. Introduction and Overview

Central Rohnert Park Priority Development Area Plan

The Avram House Project is within the Central Rohnert Park, Priority Development Area (PDA) Plan area. The southern boundary of the PDA is Avram Avenue. The City of Rohnert Park (City) approved the PDA Plan in March of 2016. The intent of the PDA Plan is to support transit-oriented and infill development in existing communities within the City, particularly adjacent to transit. The triangular-shaped 330-acre Plan area is bounded on the west by U.S. 101, on the east by the SMART rail line, and on the south by Avram Avenue/Santa Alicia Drive. The Plan area is envisioned as a central business district, urban neighborhood, and new downtown area for the city with new mixed-use infill areas, redevelopment of vacant buildings and sites, and streetscape and other public-realm improvements.

The PDA Plan includes various development types: multifamily residential units; retail/service commercial, public institutional, office, and light industrial uses; public park facilities; and open space. The Plan includes modifications to existing roadways; new roadways at certain key sites to provide greater connectivity; improvements to transit, bicycle, and pedestrian facilities; and corresponding circulation connections. The aim of the Plan is to improve non-vehicular access in the Plan area, connect to and complete regional trails, and support the development of existing and new mixed-use areas in the community, with a particular focus on providing community access to the SMART rail station and multi-use path.

Central Rohnert Park Priority Development Area Plan Environmental Impact Report (EIR)

In accordance with the California Environmental Quality Act (CEQA), the City prepared an EIR to analyze the impacts associated with implementation of the PDA Plan on a program-level basis (PDA EIR). The PDA EIR was certified in March 2016.

In the PDA EIR, impacts associated with the PDA Plan were analyzed from the viewpoint of the following 17 environmental resource areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems
- Growth-Inducing Impacts

Upon initial environmental review, the City determined that the PDA Plan would not have the potential to cause significant impacts associated with the following issue areas:

- Aesthetics
- Agriculture and Forestry Resources
- Land Use and Planning
- Mineral Resources

- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Each of the above-listed topics was briefly discussed in Chapter 5.0 "Effects Found Not to Be Significant" of the PDA EIR. Analyses for the remaining resource topics are provided in Chapters 3.1 through 3.9 of the PDA EIR, with CEQA considerations included in Chapter 4.0 of the PDA EIR.

Based on the environmental analyses included in the PDA EIR, the City determined that the PDA Plan, in conjunction with cumulative development within the City of Rohnert Park, would result in a significant and unavoidable impact associated with transportation and traffic as it relates to the level of service along U.S. Highway 101. All other environmental impacts were determined to be less than significant or less than significant with implementation of applicable mitigation measures. In compliance with CEQA and to ensure the effective implementation and enforcement of adopted mitigation measures, the City adopted a Mitigation Monitoring and Reporting Program (MMRP) for the PDA EIR. The MMRP was adopted concurrently with the PDA EIR.

Avram House Project

Because the Avram House Project (proposed project) is located within the PDA, this analysis has been prepared to evaluate the consistency of the proposed project with the PDA EIR. An overview of the proposed project is presented below. Section II of this document discusses the environmental impacts included in the PDA EIR, by resource topic, followed by a brief analysis of the proposed project's environmental effects related to the PDA EIR impact conclusions and applicability of PDA EIR mitigation measures. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the PDA EIR. For a list of the technical studies prepared for the proposed project, refer to Section IV References. The Section II consistency analysis provides a brief discussion of the resource topics addressed in Chapter 5.0 "Effects Found Not to Be Significant" of the PDA EIR demonstrating that the conclusions in Chapter 5.0 of the PDA EIR are applicable to the Avram House project.

Proposed Avram House Project Description:

The Avram House project proposes to construct 90 multifamily residential units in five buildings on a 2.26 acre site comprised of ten parcels (Assessor's Parcel Numbers (APNs) 143-380-022, 143-380-023, 143-380-024, 143-380-025, 143-380-026, 143-380-027, 143-380-028, 143-380-029, 143-061-052, and 143-380-015) located along the north side of Avram Avenue, between Commerce Boulevard and City Hall. The proposed residential structures would be two to four stories and would share surface parking, outdoor common areas, and community-use facilities incorporated into the ground floor of the one of the buildings. Access to the site would be provided via two driveways on Avram Avenue. The project would include a total of 104 onsite parking spaces, including five Accessible spaces and 10 EV Charging spaces.

Avram House Project Location and Land Uses:

The Avram House project site is located within the PDA at the southern boundary of the Plan area, within the Creekside Neighborhood subarea of the PDA. The Creekside Neighborhood subarea consists of the area south of Enterprise Drive and is bisected by Copeland Creek greenway and multi-use trails. According to the PDA Plan, the Creekside Neighborhood subarea is the "southern gateway" into the Central Rohnert Park area. The subarea is a largely built-out multifamily residential area and contains the highest density of housing development in the City. The PDA Plan projected that the Creekside Neighborhood subarea would permit the potential infill development of an additional 155 residential units and up to 17,500 square feet of commercial retail or service uses.

As shown in the PDA Plan, the land use designation for the proposed project site is High Density Residential and the zoning designation is DTR-H: Downtown High Density Residential. The DTR-H zoning designation allows for residential density of 12.1 to 30 units per acre. As previously discussed, the proposed Avram House project would include 90 multifamily residential units and would provide for a portion of the projected infill development as planned for in the PDA Plan. The allowable maximum density of 30 units per acre would permit a total of 68 units on the proposed 2.26 acre project site. However, as permitted under the City's density bonus ordinance, the project proposes to provide seven adorable units to quality for a density bonus of 32.5 percent. Thus, the project proposes to add an additional 22 units to the 68 permitted units, for a total of 90 units.

II. PDA EIR Impact Analysis Consistency Review

This section discusses the environmental impacts included in the PDA EIR, by resource topic, followed by a brief analysis of the proposed Avram House Project's consistency with each of the impact conclusions and applicability of PDA EIR mitigation measures.

AIR QUALITY

3.1a. Conflict with or obstruct implementation of the applicable air quality plan? Less-than-Significant Impact with Mitigation Incorporated.

Construction

The PDA EIR concluded that the PDA Plan's daily average construction-related emissions would exceed the Bay Area Air Quality Management District (BAAQMD) project-level threshold of significance for oxides of nitrogen (NO_x) emissions. The PDA EIR includes **Mitigation Measures 3.1-1** through **3.1-4** to reduce impacts associated with NO_x emissions to a less-than-significant level. **Mitigation Measure 3.1-1** requires all projects within the Plan area to implement BAAQMD Basic Construction Control Measures. **Mitigation Measure 3.1-2** requires that individual project within the Plan area, as part of project-level CEQA analyses, conduct an evaluation of construction air pollutant emissions for comparison to BAAQMD's thresholds of significance to determine potential project-level construction impacts. **Mitigation Measure 3.1-3** includes additional site-specific BAAQMD construction control measures for exhaust-related emissions and **Mitigation Measure 3.1-4** includes additional control measures for fugitive dust emissions. The PDA EIR also includes **Mitigation Measure 3.1-5**, which provided for the use of the BAAQMD Carl Moyer Program (CMP) to offset any construction-related NOX emissions that exceed the BAAQMD 2010 threshold after implementation of **Mitigation Measures 3.1-1** through **3.1-4**.

The PDA EIR concluded that implementing **Mitigation Measures 3.1-1** through **3.1-5** would ensure that all construction-related emissions above BAAQMD thresholds of significance are reduced to a less-thansignificant level. With construction-related emissions mitigated to below the BAAQMD CEQA thresholds of significance, the PDA EIR concluded that the PDA Plan would not conflict with or obstruct implementation of the Bay Area 2010 Clean Air Plan, and therefore impacts would be less than significant.

In compliance with PDA EIR **Mitigation Measure 3.1-2**, which requires project-specific modeling for construction emissions, the proposed Avram House project prepared an Air Quality and Greenhouse Gas Emissions study (Dudek, 2017). The Air Quality and Greenhouse Gas Emissions study found that the proposed project, in accordance with the conclusions of the PDA EIR, would not conflict with or obstruct implementation of the 2010 Clean Air Plan (CAP), with implementation of PDA EIR **Mitigation Measures 3.1-1** and **3.1-3**. Implementation of **Mitigation Measures 3.1-1** and **3.1-3** would ensure that project-

related construction emissions would be less than significant and would not result in long-term adverse air quality impacts. With implementation of these Mitigation Measures, the project would be considered to support the primary goals of the 2010 CAP and, therefore, consistent with the current CAP.

Operations

The PDA EIR concluded that the operational reactive organic gases (ROG) and NO_x emissions associated with buildout of the PDA Plan would exceed BAAQMD's maximum annual and daily average project-level thresholds. With implementation of **Mitigation Measure 3.1-6**, the PDA EIR concluded that individual project-level operational impacts would be assessed and project-specific mitigation measures implemented to reduce operational ROG and NO_x emissions, which would help reduce operational emissions. The PDA EIR further noted that, in case project design features and additional mitigation measures do not reduce operational emissions to a less-than-significant level, **Mitigation Measure 3.1-5** would be implemented to use the CMP to offset regional off-site emissions to ensure that all emissions above BAAQMD thresholds are mitigated to a less-than-significant level. With operational emissions mitigated to below the BAAQMD CEQA thresholds of significance, the PDA EIR concluded that the PDA Plan would not conflict with or obstruct implementation of the 2010 CAP, and therefore operational impacts would be less than significant.

In compliance with **Mitigation Measure 3.1-6**, the proposed Avram House project conducted a projectlevel evaluation of operational air quality emissions. The Air Quality and Greenhouse Gas Emissions study prepared for the Avram House project (Dudek, 2017) concluded that project-related operational emissions would not exceed the BAAQMD significance thresholds during operations, and thus, the proposed project would have a less than significant impact in relation to regional operational emissions. Since operational emissions would be less than significant, PDA EIR **Mitigation Measure 3.1-5** would not apply.

3.1b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? Less-than-Significant Impact with Mitigation Incorporated

Construction

As discussed in Impact 3.1a above, the PDA EIR concluded that construction-related NO_x emissions would exceed the BAAQMD 2010 threshold of significance. Projects that generate air pollutant emissions exceeding applicable thresholds of significance are considered to cause a substantial contribution to regional air quality. The PDA EIR concluded that implementation of **Mitigation Measures 3.1-1** through **3.1-5**, as discussed under Impact 3.1a above, would ensure that construction-related air quality impacts remain less than significant.

In compliance with PDA EIR **Mitigation Measure 3.1-2**, which requires project-specific modeling for construction emissions, the proposed Avram House project prepared an Air Quality and Greenhouse Gas Emissions study (Dudek, 2017). For the evaluation, the California Emissions Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate emissions from construction and operation of the proposed project.

The Avram House Air Quality and Greenhouse Gas Emissions study concluded that construction of the proposed project would not exceed BAAQMD significance thresholds. Criteria air pollutant emissions during construction would be less than significant. However, based on the project's proximity to sensitive receptors and the health risk assessment discussed in Impact 3.1d below, higher tier engines would be required for the project as stipulated in PDA EIR **Mitigation Measure 3.1-3**.

In addition, by including the proposed project site in the PDA, development of the project site would be required to implement Mitigation Measure AIR-2 (PDA EIR **Mitigation Measure 3.1-1**). This would ensure that the proposed project would meet the BAAQMD requirements for implementation of Basic Construction Emission Control Measures. Since criteria pollutant emissions generated by project construction would be less than significant, PDA EIR **Mitigation Measures 3.1-4**, and **3.1-5** would not apply.

Operations

As discussed in Impact 3.1a above, the PDA EIR concluded that the operational reactive organic gases (ROG) and NOX emissions associated with buildout of the PDA Plan would exceed BAAQMD's maximum annual and daily average project-level thresholds. With implementation of **Mitigation Measure 3.1-6** and Policy L-8.4 of the PDA Plan, the PDA EIR concluded that individual project-level operational impacts would be assessed and project-specific mitigation measures implemented to reduce operational ROG and NOX emissions, which would help reduce operational emissions. The PDA EIR further noted that, in case project design features and additional mitigation measures do not reduce operational emissions to a less-than-significant level, **Mitigation Measure 3.1-5** would be implemented to use the CMP to offset regional off-site emissions to ensure that all emissions above BAAQMD thresholds are mitigated to a less-than-significant level.

The PDA EIR also considers carbon monoxide (CO) impacts. The PDA EIR concludes that implementation of the Plan would not be expected to have the potential to generate CO hotspots, and associated impacts would be less than significant.

In compliance with **Mitigation Measure 3.1-6**, which requires project-specific modeling for operational emissions, the proposed Avram House project prepared an Air Quality and Greenhouse Gas Emissions study (Dudek, 2017). The evaluation concluded that project-related operational emissions would not exceed the BAAQMD significance thresholds during operations, and thus, the proposed project would have a less than significant impact in relation to regional operational emissions. Since operational emissions would be less than significant, PDA EIR **Mitigation Measure 3.1-5** would not apply.

The Avram House Air Quality and Greenhouse Gas Emissions study further concluded that the project would generate minimal new traffic trips and would comply with the BAAQMD screening criteria (Dudek, 2017). Accordingly, project-related traffic would not exceed CO standards and therefore, no further analysis was conducted for CO impacts. This CO emissions impact would be considered less than significant on a project-level and cumulative basis.

3.1c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? Less-than-Significant Impact with Mitigation Incorporated.

As described under Impact 3.1b above, criteria pollutant emissions generated by short-term construction and long-term operations of the project would not exceed the BAAQMD significance thresholds. Thus, the project would have a less than significant cumulative impact in relation to regional emissions. In addition, project-related traffic would not exceed the BAAQMD CO screening criteria and would result in a less than significant cumulative impact in relation to localized CO.

3.1d. Expose sensitive receptors to substantial pollutant concentrations? Less-than-Significant Impact with Mitigation Incorporated.

Mitigation Measure 3.1-7 and **3.1-8** in the PDA EIR requires projects within the Plan area to conduct an assessment of health impacts related to project-specific construction and operational particulate matter (PM) and toxic air contaminants (TAC) emissions and if necessary, implement mitigation measures to reduce health impacts to a less-than-significant level. The PDA EIR concludes that implementation of these Mitigation Measures would ensure that sensitive receptors are not exposed to substantial pollutant concentrations and impacts would remain less than significant.

The Avram House Air Quality and Greenhouse Gas Emissions study, in compliance with PDA EIR **Mitigation Measures 3.1-7** and **3.1-8**, included an evaluation of health risk impacts related to project construction and operational emissions. The evaluation concluded that implementation of PDA EIR **Mitigation Measures 3.1-1** and **3.1-3**, would ensure that project-generated exhaust (criteria pollutant and TACs) and fugitive dust during construction would be reduced to a less than significant level. The evaluation concluded that project operations would not result in long-term sources of TACs. The evaluation further concluded that cumulative health impacts would be below the BAAQMD significance threshold (Dudek, 2017). Accordingly, cumulative health impacts associated with the proposed project would be less than significant.

3.1e. Create objectionable odors affecting a substantial number of people? Less-than-Significant Impact with Mitigation Incorporated.

The PDA EIR includes **Mitigation Measure 3.1-10**, which requires an assessment of odor impacts from individual projects within the Plan area and also requires implementation of best management practices and odor control technology would prevent objectionable odors from affecting a substantial number of people. The PDA EIR concluded that implementation of this measure would ensure that odor-related impacts remain less than significant.

In compliance with **Mitigation Measure 3.1-10**, the Air Quality and Greenhouse Gas Emissions study prepared for the proposed Avram House project included consideration of odor impacts. Because the project would not include uses that have been identified by BAAQMD as potential sources of objectionable odors, the study concludes that potential odor impacts would be less than significant (Dudek, 2017).

Cumulative Impacts

The PDA EIR concluded that, with implementation of applicable mitigation measures, the PDA would not significantly contribute to cumulative air quality impacts. The Avram House project is consistent with the PDA Plan and will implement applicable mitigation measures contained in the PDA EIR and therefore would not significantly contribute to cumulative air quality impacts.

BIOLOGICAL RESOURCES

3.2a: 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? Less-than-Significant Impact with Mitigation Incorporated.

The site was developed with office buildings and office condominiums, but all buildings were demolished in 2016. Due to the disturbed nature of the site, there is no potential for special-status plant species. PDA EIR **Mitigation Measure 3.2-1**, which requires site-specific botanical surveys for rare plants, would not be applicable to this project due to the disturbed nature of the site.

To ensure impacts to migratory birds and raptors are less than significant, the project would be required to implement PDA EIR **Mitigation Measure 3.2-2**, which requires preconstruction nesting bird surveys prior to the start of construction. Additionally, PDA EIR **Mitigation Measure 3.2-3**, which requires use of erosion control materials to reduce the potential for entrapment of special-status species, would be implemented by the proposed project as a means to reduce impacts related to the potential for the incidental trapping of wildlife. **Mitigation Measure 3.2-4**, which requires pre-construction surveys for amphibian species, would be required at the discretion of a qualified biologist based on the potential for biological resources to be affected. Prior to the start of construction on-site, a review of the project conditions by a qualified biologist will determine the need for pre-construction amphibian surveys. Finally, a Stormwater Pollution Prevention Plan (SWPPP) and a site-specific erosion control plan would be required to avoid impacts to aquatic species and water quality of the creeks, per **Mitigation Measures 3.7-1** and **3.7-2**. Implementation of these mitigation measures would ensure that the project has less than significant impacts to nesting birds and special status species, consistent with the PDA EIR.

3.2b-c. 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 U.S. Fish and Wildlife Service? 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? Less-than-Significant Impact with Mitigation Incorporated.

No construction activities would occur within the streams or associated riparian habits. To ensure impacts to nearby waterways resulting from runoff or accidental spills remain less than significant, consistent with the PDA EIR, the project would be required to implement **Mitigation Measures 3.7-1** and **3.7-2**, which require a site-specific erosion control plan and SWPPP.

3.2d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? Less-than-Significant Impact.

Consistent with the PDA EIR conclusions, no development activities would occur within the perennial stream wildlife corridors in the Plan area and the project footprint does not function as an important corridor between larger open space wildlife areas. Therefore, the impact on wildlife corridors would be less than significant, as concluded in the PDA EIR.

3.2e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Less-than-Significant Impact with Mitigation Incorporated.

An arborist report prepared for the project identifies existing trees, including protected trees. Final construction plans will indicate removal of any protected trees. Should those plans indicate removal of protected trees, a site-specific tree mitigation and replacement plan would be required, per **Mitigation Measure 3.2-5** of the PDA EIR. Implementation of Mitigation Measure 3.2-5 would reduce the impact to a less-than-significant level because it would comply with the City's regulations to secure a tree removal permit, as concluded in the PDA EIR.

3.2f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? No Impact.

As discussed in the PDA EIR, no drafted or adopted conservation plans are in place that would apply to the PDA Plan or affect the Plan area. Therefore, no impact would occur.

Cumulative Impacts

The PDA EIR concluded that the PDA would not significantly contribute to cumulative impacts to biological resources. The Avram House project is consistent with the PDA Plan and will implement applicable mitigation measures contained in the PDA EIR and therefore would not significantly contribute to cumulative impacts to biological resources.

CULTURAL RESOURCES

3.3a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? No Impact.

As discussed in the PDA EIR, there are currently no known historical resources or no built-environment cultural resources in the Plan area. Therefore and as concluded in the PDA EIR, no impact would occur with development of the proposed project and no mitigation is required.

3.3b and **3.3e**. Cause a substantial adverse change in the significance of an archeological resources pursuant to §15064.5? Disturb any human remains, including those interred outside of formal cemeteries? Less-than-Significant Impact with Mitigation Incorporated.

The PDA EIR indicates that there are no known archaeological resources in the Plan area. The Plan area is covered in alluvial fans, which have been known to contain buried archaeological resources. Per EIR **Mitigation Measure 3.3-1**, the project would be required to conduct resource evaluation and develop and implement a treatment plan should there be any unanticipated discovery of cultural resources. This would reduce potential impacts to less than significant.

No human remains have been previously identified in the plan area. Nevertheless, it is possible that buried human remains are present. The project would implement site-specific procedures for inadvertent discovery of human remains, per **Mitigation Measure 3.3-2**.

Implementation of these EIR mitigation measures would ensure potential impacts remain less than significant, as discussed in the PDA EIR.

3.3c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Less-than-Significant Impact.

The PDA EIR found that the geologic features within the already developed PDA Plan area, including the Avram House site, are not considered to be paleontologically sensitive. Therefore, impacts are less than significant.

3.3d. Cause a substantive adverse change in the significance of a tribal cultural resource pursuant to §15064.5? No Impact.

The PDA EIR concluded that the Plan area, including the Avram House site, is not considered sensitive for tribal cultural resources. Therefore, implementation of the proposed project would have no impact to tribal cultural resources

Cumulative Impacts

The project would not contribute to cumulative impacts for tribal cultural resources, or historic and archaeological resources. Because the project would not include excavation deep enough to reach Pleistocene deposits, the project would not result in a cumulatively considerable incremental

contribution to a potentially significant cumulative impact related to unique paleontological resources, consistent with the PDA EIR.

GEOLOGY AND SOILS

3.4a.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? Less-than-Significant Impact.

Because the Plan area is not located within an Alquist-Priolo Earthquake Fault Zone nor is it located within or immediately adjacent to the trace of any other known fault, surface fault rupture in the Plan area, including at the Avram House site, is unlikely and impacts are less than significant, as concluded in the PDA EIR.

3.4a.ii. Strong seismic ground shaking? Less-than-Significant Impact with Mitigation Incorporated.

To address potential seismic-related ground shaking and ground failure, and unstable or expansive soil within the PDA, projects are required to submit project-specific geotechnical reports. Consistent with the PDA EIR, the proposed project has prepared, submitted, and will implement site-specific geotechnical reports, per **Mitigation Measure 3.4-2**.

3.4a.iii. Seismic-related ground failure, including liquefaction? Less-than-Significant Impact with Mitigation Incorporated.

To address potential seismic-related ground shaking and ground failure, and unstable or expansive soil within the PDA, projects are required to submit project-specific geotechnical reports. Consistent with the PDA EIR, the proposed project has prepared, submitted, and will implement site-specific geotechnical reports, per **Mitigation Measure 3.4-2**.

3.4a.iv. Landslides? No Impact.

As concluded in the PDA EIR, the topography within and adjacent to the plan area, including the Avram House site, is nearly level. Thus, there would be no risk of loss, injury, or death involving landslides.

3.4b. Result in substantial soil erosion or the loss of topsoil? Less-than-Significant Impact with Mitigation Incorporated.

Plan area soils are moderately susceptible to erosion by wind and water. Furthermore, Plan area soils are of low permeability and have been classified as hydrologic group D (indicating a high stormwater runoff potential). Grading and construction activities would result in temporary soil disturbance and would expose disturbed areas to winter storm events. Therefore, consistent with the PDA EIR, the project would prepare and implement site-specific SWPPPs and erosion control plans, per **Mitigation Measures 3.7-1** and **3.7-2**.

3.4c. 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? Less-than-Significant Impact with Mitigation Incorporated.

To address potential seismic-related ground shaking and ground failure, and unstable or expansive soil within the PDA, projects are required to submit project-specific geotechnical reports. Consistent with

the PDA EIR, the proposed project has prepared, submitted, and will implement site-specific geotechnical reports, per **Mitigation Measure 3.4-2**.

3.4d. 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? Less-than-Significant Impact with Mitigation Incorporated.

To address potential seismic-related ground shaking and ground failure, and unstable or expansive soil within the PDA, projects are required to submit project-specific geotechnical reports. Consistent with the PDA EIR, the proposed project has prepared, submitted, and will implement site-specific geotechnical reports, per **Mitigation Measure 3.4-2**.

3.4e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? No Impact.

Portable toilets would be used during construction and hook-ups to public sewers would be incorporated into the project. No impacts related to septic tanks would occur.

Cumulative Impacts

The PDA EIR found that "implementation of the proposed plan, when considered with the related projects, would not create additional facilities under increased risk of geologic hazards" or soil erosion.

GREENHOUSE GAS EMISSIONS

3.5a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less-than-Significant Impact with Mitigation Incorporated.

While noting that the amount of greenhouse gas (GHG) emissions generated would vary from day to day, depending on the types of construction activities, the PDA EIR found that the annual amortized construction emissions from PDA buildout would be approximately 4,949 metric tons of carbon dioxide equivalent per year (MT CO_2e/yr). The operational emissions would total approximately 39,672. According to the PDA EIR, the Plan's construction and operational GHG would exceed BAAQMD's thresholds of significance.

To mitigate potential impacts associated with GHG emissions resulting from buildout of the PDA Plan, the PDA EIR includes **Mitigation Measures 3.5-1** through **3.5-3**. **Mitigation Measure 3.5-1** requires project-level CEQA analyses to assess GHG emission impacts related to construction and **Mitigation Measure 3.5-3** requires project-level CEQA analyses to assess GHG emission impacts related to operations. Both measures state that potentially significant GHG impacts shall be mitigated to a less-than-significant level via alteration of project details. **Mitigation Measure 3.5-2** includes the requirement to purchase carbon offsets if construction or operational emissions are determined to continue to exceed BAAQMD's GHG threshold following implementation of **Mitigation Measure 3.5-1** and **3.5-3**.

The PDA EIR concluded that, with implementation of **Mitigation Measures 3.5-2** and **3.5-3**, construction and operational GHG emissions associated with each individual component of the PDA Plan would be reduced to a less-than-significant level. Therefore, assessment of individual project impacts within the Plan area and implementation of necessary mitigation and offsets would reduce impacts to a less-than-significant level.

In compliance with PDA EIR **Mitigation Measure 3.5-1** and **3.5-3**, the proposed project prepared an air quality and greenhouse gas emissions study. The Air Quality and Greenhouse Gas Emissions study prepared for the Avram House project (Dudek, 2017) found that construction would generate 20 MT CO_2e/yr . The study also found that project operation would generate 582.7 MT CO_2e/yr . Combined, the proposed project's construction and operational greenhouse gas emissions would be approximately 603 MT CO_2e/yr , which would be below the BAAQMD's GHG threshold of 1,100 MT CO2E per year (Dudek, 2017). Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and this would represent a cumulatively less-than-significant impact.

3.5b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? Less-than-Significant Impact.

As discussed in the PDA EIR, the proposed PDA Plan would not conflict with any plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Since the project would be consistent with the PDA Plan and would result in GHG emissions below the BAAQMD thresholds (as described above), the project also would not conflict with any plan, policy, or regulation adopted for the purpose of reducing GHG emissions and would result in a less-than-significant GHG impact.

Cumulative Impacts

By implementing the features and mitigation measures described above to ensure the project's impacts related to GHG emissions would be less than significant, the project would not contribute to significant cumulative impacts associated with GHG emissions.

HAZARDS AND HAZARDOUS MATERIALS

3.6a and 3.6b. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? 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? Less-than-Significant Impact.

As discussed in the PDA EIR, all project construction and operation within the PDA Plan area would be required by law to comply with applicable federal, state, and local hazardous material regulations.

3.6c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Less-than-Significant Impact.

Construction and operation of the project would not emit hazardous emissions or handle acutely hazardous materials within one-quarter mile of a school. As noted in the PDA EIR, small quantities of hazardous materials such as fuels, oils, and lubricants would be used in construction equipment; however, none of these materials are classified as acutely hazardous.

3.6d. 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? Less-than-Significant Impact with Mitigation Incorporated.

As shown in the PDA EIR, the project is not located in a site included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. Accordingly, PDA EIR **Mitigation Measure 3.6-1**, which requires consultation with Sonoma County and the North Coast Regional Water Quality Control

Board prior to development on known contamination sites, would not apply to the proposed project. All existing buildings on the project site were demolished in 2016; therefore, there is no potential for releasing or exposing workers to asbestos during demolition. PDA EIR **Mitigation Measure 3.6-2**, which requires removal of asbestos-containing material and lead-based paint, would also not apply to the proposed project.

3.6e and 3.6f. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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? 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? No Impact.

As the project is not located within 2 miles of an airport, no airport-related impacts would occur.

3.6g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Less-than-Significant Impact with Mitigation Incorporated.

The project would prepare and implement a project-specific construction traffic control plan, per PDA EIR **Mitigation Measure 3.6-3**. As discussed in the PDA EIR, preparation and implementation of a construction traffic control plan would ensure adequate emergency access during construction and would serve to reduce impacts associated with decreased emergency response times. As stipulated in Mitigation Measure 3.6-3, the traffic control plan could include measures related to advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. The Mitigation Measure also requires that the traffic control plan be submitted to the City for review and approval. With implementation of **Mitigation Measure 3.6-3**, impacts associated with emergency response and evacuation would remain less than significant.

3.6h. 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? Less-than-Significant Impact.

As an already developed area, the project is not in or near an area of high fire hazard severity, as discussed in the PDA EIR.

Cumulative Impacts

With compliance to applicable federal, state, and local hazardous material regulations, and implementation of **Mitigation Measure 3.6-3**, the project would not significantly contribute to cumulative impacts, consistent with the PDA EIR.

HYDROLOGY AND WATER QUALITY

3.7a and **3.7f**. Violate any water quality standards or waste discharge requirements? Otherwise substantially degrade water quality? Less-than-Significant Impact with Mitigation Incorporated.

The project would prepare and implement site-specific SWPPPs and erosion control plans during construction, per PDA EIR **Mitigation Measures 3.7-1** and **3.7-2**, to reduce impacts related to water quality standards or waste discharge requirements. Compliance with the National Pollution Discharge

Elimination System (NPDES) municipal separate storm sewer system (MS4) stormwater permit requirements would reduce operation-related impacts, consistent with the PDA EIR.

3.7b. 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)? Less-than-Significant Impact with Mitigation Incorporated.

If dewatering is required during construction because of the possible presence of a shallow water table at the site, the project would prepare and implement site-specific provisions for dewatering, per **Mitigation Measure 3.7-3.** According to the geotechnical report prepared for the proposed Avram House project (PJC, 2016), at the site, the groundwater table was encountered between 10 to 12.5 feet. The report states that groundwater elevations can fluctuate by several feet throughout the year primarily due to rainfall and local pumping. Perched groundwater zones could develop on the site but would likely dissipate following seasonal rainfall. The report concludes that it is not expected that phreatic groundwater would detrimentally impact the project (PJC, 2016). Implementation of **Mitigation Measure 3.7 3**, together with adherence to state and local regulatory requirements as part of the NPDES permit requirements, would reduce the potential water quality impact from dewatering to a less-than-significant level.

3.7c. 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? Less-than-Significant Impact with Mitigation Incorporated.

And

3.7d and 3.7e. 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 that would result in flooding on- or off-site? 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? Less-than-Significant Impact with Mitigation Incorporated.

To avoid substantially altering the site's drainage pattern during construction and operation of the project, the project would prepare and implement site-specific SWPPPs and erosion control plans, per **Mitigation Measures 3.7-1 and 3.7-2**, consistent with the PDA EIR.

3.7g. 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? No Impact.

The project site is not located within a 100-year flood zone.

3.7h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows? No Impact.

The project site is not located within a 100-year flood zone.

3.7i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? No Impact.

The project site is not located within a 100-year flood zone and no levee or dam failure would affect this project.

3.7j. Inundation by seiche, tsunami, or mudflow? Less-than-Significant Impact.

The project site is not located within a 100-year flood zone, or within close distance of the Pacific Ocean to incur a tsunami or seiche. As the project site's terrain is relatively flat, mudslide risks are less than significant, as concluded in the PDA EIR.

Cumulative Impacts

Compliance with the PDA EIR mitigation measures regarding site-specific SWPPP, erosion control plan, and dewatering mitigation would ensure the project does not significantly contribute to cumulative impacts related to hydrology.

NOISE

3.8a. 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? Less-than-Significant Impact with Mitigation Incorporated.

The project prepared site-specific interior and exterior acoustical analysis reports and will implement report recommendations, per PDA EIR **Mitigation Measures 3.8-1 and 3.8-2**. The project's noise analysis prepared by FirstCarbon Solutions, states the project would experience traffic noise levels in excess of the City's "normally acceptable" land use compatibility standard of 60 dBA L_{dn} for new multi-family residential land uses. The analysis recommends that all residences be supplied with a mechanical ventilation system to allow the windows to remain closed at the residents' option, and all window and door assembles within 300 feet of the U.S. 101 centerline and in sight of U.S. 101 shall have a minimum rating of 30 STC (FCS, 2016). The project's revised site plans include shielding provided by proposed structures, which would reduce noise impacts to outdoor common space areas.

3.8b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Less-than-Significant Impact.

The PDA EIR found that Plan area residents would not be exposed to excessive groundborne vibration or groundborne noise levels provided that residential development is located greater than 25 feet from SMART rail tracks. The Avram House site is located more than half a mile away from the tracks. Therefore, vibration impacts from the SMART operation on the proposed project would be less than significant. The site is within 100 feet from the nearest existing multifamily residential land uses. However, construction activities would occur in accordance with the City's allowable construction hours and construction-related vibration impacts would be less than significant, consistent with the PDA EIR.

3.8c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Less-than-Significant Impact.

The project would not create permanent noise sources other than the types evaluated in the PDA EIR. Operation of the project would contribute to the traffic and mechanical equipment noise levels anticipated under the PDA EIR and would not substantially permanently increase ambient noise levels in the vicinity.

3.8d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Less-than-Significant Impact with Mitigation Incorporated.

The PDA EIR found that construction activities associated with the PDA plan would temporarily increase the ambient noise in the vicinity of the plan area. Project would be meet the performance standards set forth in **Mitigation Measure 3.8-3** to reduce the environmental effects of construction noise to a less-than-significant level.

3.8e. For a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? No Impact.

And

3.8f. 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? No Impact.

Because the project is not within close proximity to an airport or airstrip, the project would not expose residents to excessive airplane-related noise levels.

Cumulative Impacts

While construction of multiple projects within the City could create temporary cumulative impacts, the project would reduce its contribution to those potential environmental effects to a less-than-significant level with implementation of **Mitigation Measure 3.8-3.** The distance between project sites within the City would ensure that no cumulative impacts related to groundborne vibration occur. The project would generate off-site traffic volumes that are consistent with the assumptions in the PDA EIR, which found that traffic noise levels would not increase substantially in the cumulative condition, and therefore cumulative traffic noise impacts would remain less than significant.

TRANSPORTATION-TRAFFIC

3.9a. 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 nonmotorized 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? Significant and Unavoidable Impact.

The Focused Traffic Impact Study for Avram House Apartments (W-Trans, 2017) found that the project would generate 376 new daily traffic trips, with 27 in the AM peak hour and 35 in the PM peak hour. The study evaluated the effects of the project on two nearby intersections, concluding that the project would result in minor increases in delay at these locations but that both intersections would continue to operate at LOS A with the addition of project-generated traffic. Further, it found that although the Avram House project would include more multi-family residential units than the PDA's assigned land use designation and density would allow for the site, it would have a slightly lower trip generation rate than was evaluated in the PDA EIR and thus would generate 7 fewer AM and PM peak hour trips than projected for the site in the PDA EIR traffic analysis (W-Trans, 2017). As explained in the Avram House traffic analysis, the analysis prepared for the PDA EIR applied the Institute of Transportation Engineers (ITE) trip generation rates for an "Apartment" type land use for the Avram House site. ITE trip rates associated with the ITE "Apartment" land use type include apartments of all densities and urban contexts, many of which are suburban one- and two-story buildings. Because specific details of the proposed use for the Avram House project site are now known, the updated traffic analysis was able to

refine the applied ITE land use to one that better reflects the proposed project. The "Mid-Rise Apartment" land use was chosen for calculating trip generation because it reflects multi-family developments ranging from three to 10 stories, which is the same density range as the project. The increased density leads to slightly fewer trips generated per unit (W-Trans, 2017).

The traffic impact analysis prepared for the project also considered non-auto modes of transportation and noted that the Avram House site is well-served by pedestrian, bicycle, and transit facilities. The analysis noted that continuous pedestrian facilities are provided on streets surrounding the project site, with good connectivity to the downtown area and transit stops. Similarly, the project site is located adjacent to existing bicycle facilities on Commerce Boulevard and along Copeland Creek, both of which provide connectivity to the regional bicycle network. The project is located approximately 0.15 miles from two bus transit stops on Commerce Boulevard that are served by both local and regional bus routes. Additionally, the project is located within approximately one mile walking or bicycling distance from the Downtown Rohnert Park SMART commuter rail station. The report concluded that travel by non-auto modes would be a viable option for project residents and visitors (W-Trans, 2017).

Consistent with the analysis in the PDA EIR, the addition of traffic associated with the project would contribute to additional congestion on three segments of U.S. 101 that are already projected to operate at LOS F without the proposed project (W-Trans, 2017). This represents a significant and unavoidable cumulative impact that was considered prior to adoption of a Statement of Overriding Consideration and the PDA Plan. The Avram House project contribution to the impact would be consistent with the analysis in the PDA EIR and the Plan.

3.9b. 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? Less-than-Significant Impact.

And

3.9c. 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? No Impact.

And

3.9d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? No Impact.

And

3.9e. Result in inadequate emergency access? Less-than-Significant Impact.

The project would not conflict with an applicable congestion management program, would not result in a change in air patterns, would not result in an increase in hazards due to design features, and would not result in inadequate emergency access, consistent with the PDA EIR.

3.9f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? Less-than-Significant Impact.

Consistent with goals of the PDA Plan, the project would accommodate and encourage the use of public transit and bicycle and pedestrian travel by incorporating a bike storage café and being located within walking and biking distance to shopping, grocery stores, public transportation including the planned SMART train station, dining and Sonoma State University. Commerce Avenue is a primary transit route

and several bus stops are located proximate to the project site. This site also has easy access to the City's network of bicycle routes and paths, particularly the adjacent Copeland Creek path. Development of multifamily residential units at the proposed project site would be consistent with the PDA Plan and would be conducive to travel by non-auto modes. As concluded in the PDA EIR, the proposed project would not result in conflicts with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

Cumulative Impacts

The addition of traffic associated with the project would contribute to degradation of three segments on U.S. 101 that are already projected to operate at LOS F without implementation of the PDA Plan, consistent with the analysis in the PDA EIR. No feasible mitigation is available to reduce this impact to a less-than-significant level, and this impact would be significant and unavoidable. This impact was considered prior to adoption of the PDA Plan and the City Council adopted a Statement of Overriding Considerations. The proposed Avram House project's contribution to this impact is consistent with that evaluated in the PDA EIR and as demonstrated in the above discussion.

OTHER CEQA CONSIDERATIONS

The Avram House project proposes to construct 90 multi-family residential units. The PDA land use designation for the site would allow for 68 multi-family residential units. The increase in residential density at the site would incrementally increase population growth within the site and induce growth elsewhere in the City. However, this incremental increase would not substantially alter or increase the severity of impacts evaluated in the PDA EIR. The PDA EIR found that implementation of the PDA Plan could include the construction of up to 835 residential units, which would increase the population of the Plan area and the City by 1,670 residents by 2040. Specifically, the PDA EIR assumed development of 150 units in the Triangle Business Area, 115 units in the City Center area, 415 units in the Station Center area, and 155 units in the Creekside Neighborhood area. The proposed Avram House project site, which is located within the Creekside Neighborhood area of the PDA, would be utilizing the only currently vacant parcel within the Creekside Neighborhood area. With a density bonus, which would allow for an increase in the total number of residential units on the project site from 68 to 90 units, the proposed project would result in fewer total units than the 155 units assumed for the Creekside Neighborhood area in the PDA EIR. Accordingly, the residential population increase associated with the proposed Avram House project would be less than projected in the PDA EIR. The project would not include any non-residential uses that would generate employment growth, other than construction jobs, consistent with the analysis in the PDA EIR. The Avram House project would contribute to the significant and unavoidable impacts related to growth inducement associated with the PDA Plan, consistent with the analysis in the PDA EIR. This impact was considered prior to adoption of the PDA Plan and the City Council adopted a Statement of Overriding Considerations.

EFFECTS FOUND NOT TO BE SIGNIFICANT

The PDA EIR determined that the PDA Plan would not have the potential to cause significant impacts associated with eight resource topics. Chapter 5.0 "Effects Found Not to Be Significant" of the PDA EIR provides a brief analysis of each of the focused out topics, and as demonstrated below, the proposed project would be consistent with the applicable impact conclusions.

• **Aesthetics**: The PDA EIR concluded that buildout of the PDA Plan would not cause significant aesthetic impacts. There are no scenic vistas in the Plan area and development within the Plan Area provides for infill development within an existing urban built environment, which would

not substantially alter the quality of existing scenic views from the Plan area. The PDA EIR concluded that development of underused sites in the Creekside Neighborhood, which includes the proposed project site, would not differ substantially from the existing aesthetic quality of multifamily residences in the area. Additional development in the Creekside Neighborhood would not differ substantially from the area's existing visual character or alter its existing scenic quality. The EIR further concluded that proposed development within the PDA, including the proposed project, would be required to comply with the City's design guidelines, design guidelines contained in the PIan, and the associated review processes. Light and glare associated with development in the PDA Plan area, including development of the proposed project, would be installed in conformance with the City's lighting and glare performance standards, as set forth in Section 17.12.050 of the Municipal Code. Consistent with the PDA EIR, the proposed project would have less than significant aesthetic impacts.

- Agriculture and Forestry Resources: The site previously supported office buildings and does not contain any agricultural or forestry resources. Consistent with the conclusions in the PDA EIR, implementation of the proposed project as well as the overall PDA Plan would result in no impacts to agricultural or forestry resources.
- Land Use and Planning: The PDA EIR concluded that the PDA Plan would not conflict with any applicable land use plans, policies, or regulations and impacts to land use and planning would be less than significant. The proposed project is within the Creekside Neighborhood subarea of the PDA and the proposed project is consistent with the designated use of the site in the PDA Plan. The project would provide for a portion of the projected infill development as planned for in the PDA Plan. Accordingly, land use impacts associated with the proposed project would be less than significant and consistent with the PDA EIR.
- **Mineral Resources**: According to the PDA EIR, the Plan area is not designated as a locally important mineral resource recovery site; and does not have an operating mine, sampling area, or available known mineral resource that would be of value to the region and the residents of the state. No impacts associated with mineral resources would result from implementation of the PDA Plan, which includes development at the proposed project site.
- Population and Housing: As discussed in the PDA EIR, the amount of new development projected under the PDA Plan would not exceed the most recent projections made by the Association of Bay Area Governments (ABAG) or other planning efforts for population or housing in the City. Implementation of the PDA Plan would add up to 835 new residential units and 822,324 square feet of nonresidential development in the Plan area. The PDA EIR assumed that the Creekside Neighborhood area of the PDA could potentially be developed with up to 155 of the 835 total new residential units anticipated with buildout of the Plan area. The project, which would be developed on the only currently vacant site within the Creekside Neighborhood, is proposing to construct 90 units total. Thus, with implementation of the proposed project, there would be 65 fewer units than planned for in the PDA for the Creekside Neighborhood area. No housing units would be demolished under the Plan or the proposed project; thus, no replacement housing units would be needed. Implementation of the Plan, including the proposed project, would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Therefore, the impact on population and housing from development of the proposed project would be less than significant, consistent with the conclusion in the PDA EIR.

• **Public Services:** The PDA EIR concluded that build-out of the PDA would represent an increase of approximately 40 percent in the total existing residential population of the PDA Plan area, and an increase of approximately 30 percent over the nonresidential development currently existing in the Plan area. The proposed project site is within the PDA and would result in construction a portion of the planned residences assumed in the PDA Plan. Accordingly, the following conclusions from the PDA EIR regarding to impacts to public services would be applicable to the proposed project:

Fire and Police Protection Services: Because new development within the City limits is required to contribute to the cost of service needs and because the City recently constructed a new public safety facility, the PDA EIR concluded that impacts associated with provision of fire and police protection would be less than significant.

Schools: The project would be required to pay school impact fees. As concluded in the PDA EIR, payment of these fees would ensure that impacts associated with the increased demand for school services as a result of the project, along with implementation of the overall PDA Plan, would be less than significant.

Parks: As previously discussed, the proposed project would result in fewer total residential units than the 155 units assumed for the Creekside Neighborhood area in the PDA EIR. The increased demand on City parks was determined to be less than significant in the PDA EIR, as the PDA Plan includes dedicated parkland that exceeds City requirements. Because the residential population associated with the proposed project would be within the assumptions made for the site in the PDA EIR, impacts to parkland would be less than significant, consistent with the PDA EIR.

Libraries: The PDA EIR concluded that impacts to the Rohnert Park–Cotati Library would be less than significant because the Library has the available capacity to serve new residents projected to live within the Plan area at build-out of the PDA. Because the residential population associated with the proposed project would be within the assumptions made for the site in the PDA EIR, impacts to libraries would be less than significant, consistent with the PDA EIR

- **Recreation**: The PDA EIR concluded that recreation impacts of implementing the PDA Plan would be less than significant. The proposed project site would accommodate a portion of the new residents expected to reside in the Plan area upon buildout of the PDA. The proposed project would not result in impacts outside of what was assessed in the PDA EIR in relation to an increased use of area parks or recreational facilities. The proposed project includes onsite recreational facilities for residents. Effects associated with the construction of the proposed project and recreational facilities are evaluated under the individual resource topics in this consistency analysis.
- Utilities and Service Systems: The proposed project site is within the PDA and would result in construction of a portion of the planned new residences assumed in the PDA Plan. Accordingly, the following conclusions from the PDA EIR regarding utility and service system impacts would be applicable to the proposed project:

Wastewater: The PDA EIR concluded that the PDA Plan area can be accommodated by the City's existing approved wastewater capacity and would not result in the need for any new off-site wastewater system expansions that are not already documented in the approved Incremental Recycled Water System Program EIR. Accordingly, impacts of implementing the PDA Plan would be less than significant.

Water Supply: The PDA EIR concluded that the projected demand for the PDA Plan area is significantly less than the City's available water supplies. The City's existing water supply sources and facilities are expected to be sufficient to provide an adequate supply of water to meet the Plan area's current and future demands. Impacts related to water supply and infrastructure would be less than significant.

Stormwater: As noted in the PDA EIR, because the existing stormwater system provides adequate protection to the PDA Plan area and because existing design requirements and Plan policies will minimize any increases in stormwater runoff or changes in stormwater quality, the stormwater-related impacts would be less than significant.

Solid Waste: According to the analysis in the PDA EIR, the impact of the PDA Plan related to an increase in demand for solid waste collection and disposal in the city would be less than significant. The Plan area would not contain features that would generate waste flows at rates that would exceed typical disposal rates for the City and impacts would be less than significant.

Electricity and Natural Gas: The PDA EIR concluded that the demand for electricity and natural gas attributable to the PDA Plan would not exceed the capacity of existing or planned service systems and impacts related to electricity and natural gas consumption would be less than significant. The PDA EIR concluded that implementation of the PDA Plan would not encourage or result in activities that consume large amounts of fuel, water, or energy in an inefficient manner nor would the Plan conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing energy use, particularly nonrenewable energy use. Impacts would be less than significant.

III. Consistency Determination

As demonstrated in the analysis included in Section II of this document, the proposed Avram House project is consistent with the PDA Plan analyzed in the PDA EIR. Impacts associated with the project are consistent with those previously identified and analyzed in the PDA EIR and implementation of applicable mitigation measures, as identified throughout this consistency analysis, would ensure that all project-related impacts remain less than significant, consistent with the PDA EIR. Impacts that were significant and unavoidable in the PDA EIR remain significant and unavoidable and were considered prior to adoption of the PDA Plan. To ensure the effective implementation and enforcement of applicable PDA EIR mitigation measures, the project would be required to adhere to the MMRP for the PDA EIR.

Conclusion:

- The proposed project is consistent with the development density established for the project site in the PDA Plan, taking into account the density bonus provisions of the City's zoning code and state law;
- The proposed project would not result in impacts on the environment that are peculiar to the project or the project site that were not identified as impacts in the PDA EIR;

- The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the PDA EIR;
- The proposed project would not result in significant impacts, which, as a result of substantial new information that was not known at the time the PDA EIR was certified, would be more severe than were already analyzed and disclosed in the PDA EIR; and
- The project sponsor will undertake feasible mitigation measures specified in the PDA EIR to mitigate project-related significant impacts.

IV. References

Technical studies referenced in the consistency analysis and prepared specifically for the proposed project include:

- Avram Apartments Air Quality and Greenhouse Gas Emissions Technical Memorandum, February 2017, prepared by Dudek (2017).
- Design Level Geotechnical Investigation Proposed Residential Development, 100 Avram Avenue, Rohnert Park, California, August 2016, prepared by PJC & Associates, Inc. (2016).
- Focused Traffic Impact Study for Avram House Apartments, January 2017, prepared by W-Trans (2017).
- Noise Analysis Peer Review for Avram Project, February 2017, prepared by Dudek (2017).
- Noise Impact Analysis 100 Avram Avenue Project, August 2016, prepared by FirstCarbon Solutions (2016).
- Traffic Noise Impact Analysis Based on Revised Site Plan for 100 Avram Avenue Project, City of Rohnert Park, California, November 2016, prepared by FirstCarbon Solutions (2016)

These documents, as well as the PDA EIR, are available for review during normal business hours at City Hall, 130 Avram Avenue, Rohnert Park, CA 94928.