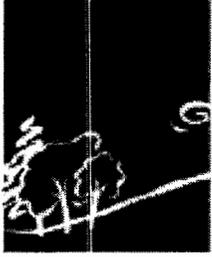


**Appendix A**

**Notice of EIR Preparation  
&  
Letters of Response**

\*\*\*\*



# Notice of Preparation

October 29, 2003

**PROJECT TITLE:** City of Rohnert Park, Southeast Specific Plan.

**PROJECT LOCATION:** City of Rohnert Park, southeast portion of the City within the Urban Growth Boundary. The Specific Plan site is bounded by Petaluma Hill Road on the east, Valley House Road on the south, Bodway Parkway on the west and the Canon Manor Specific Plan Area to the north (see Figures 1 and 2, *Site and Regional Location Maps*).

**PROJECT PROPONENT:** Clement C. Carinalli/Redwood Equities

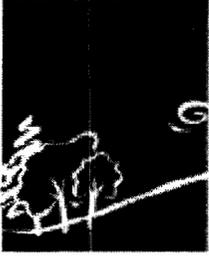
**PROJECT DESCRIPTION:** The Southeast Specific Plan site includes approximately 80 acres. Several different densities of housing are planned to be accommodated within the Specific Plan area totaling up to 499 units. In addition, up to 20,000 square feet of commercial and/or live/work space and about 5.8 acres of community park space are envisioned (see Figure 3, *Southeast Rohnert Park Specific Plan Map*).

**Residential:** Residential land uses are planned to encompass three types of single-family dwellings.

- The Rural Estate Residential land use would be the lowest density of the three, accommodating up to two + single-family detached units per gross acre for a total of 27 residential units on 13.4 acres located in the east portion of the Specific Plan area (see Figure 3); there would be no maximum size for units developed within this land use classification.
- The Low Density Residential land use is intended for single-family dwellings which may be either detached or attached, and each unit would have ground floor living area and private outdoor open space; a density of between four and six units per gross acre is allowable within this land use classification and would include 168 residential units on 36.1 acres in the east/central portion of the Specific Plan area.
- The Medium Density Residential classification envisions detached or attached single-family housing with a density ranging upwards from 6.1 to 12 units per gross acre and would include 268 units on 22.3 acres in the in the central and west portions of the Specific Plan area. Overall, up to approximately 499 residential units inclusive of 36 Mixed Use residential units (see Mixed Use land use discussion below), would be accommodated within the Specific Plan area.

**Mixed Use:** The Mixed Use Classification envisions a development pattern that encompasses business, retail shops and includes institutions and service organizations compatible with residential development and a pedestrian environment. Commercial/retail uses would include up to 20,000 square feet of building area in the southwest portion of the project site. An alternative use for this portion of the project site could be live/work uses.

# ROHNERT



PLANNING  
DEPARTMENT

**Recreation:** A 5.8-acre parcel fronting Bodway Parkway is planned to accommodate neighborhood-scale park development and serve as a landscaped focal point for the Specific Plan area. Vehicular circulation into and out of the Specific Plan area to/from Bodway Parkway would be on the north and south sides of the park.

**ALTERNATIVES:** Alternative land use scenarios thus far identified for study in the EIR include 1) No Project; 2) an Alternative Project Configuration; 3) the Mitigated Project Alternative; and 4) the Environmentally Superior Alternative.

**AREAS OF PROBABLE IMPACT:** Land use, traffic and circulation, public services, utilities, visual quality and community character, soils and geology, hydrology and water quality, biological resources, air quality, noise.

**LEAD AGENCY:** The City of Rohnert Park Planning Department will serve as Lead Agency and will prepare an Environmental Impact Report (EIR) for the above project. The Planning Department needs to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project. An Initial Study has not been prepared for the project, based on preliminary review under Section 15060 of CEQA.

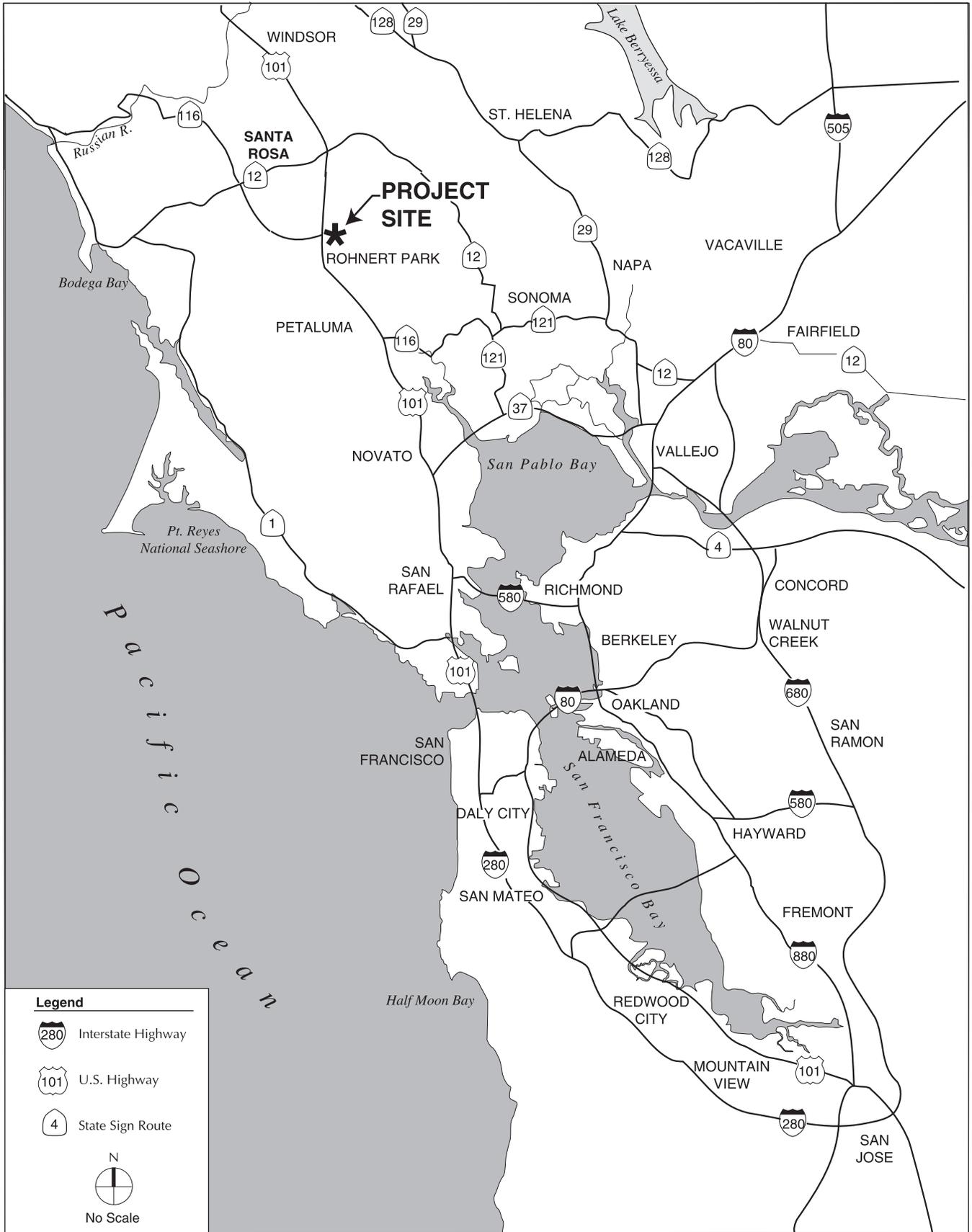
**SCOPING MEETING:** The City of Rohnert Park, Planning Department, will be hosting a public/agency EIR scoping meeting before the Planning Commission. You are invited to this meeting. The meeting will be held on Thursday, November 13, 2003 at 7:00 PM in the City Council Chambers located at 6750 Commerce Boulevard, Rohnert Park, CA 94928. Staff of the Planning Department as well as their consultants will be there to take comment and answer questions that you might have.

**COMMENTS:** Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days from the date of this letter.

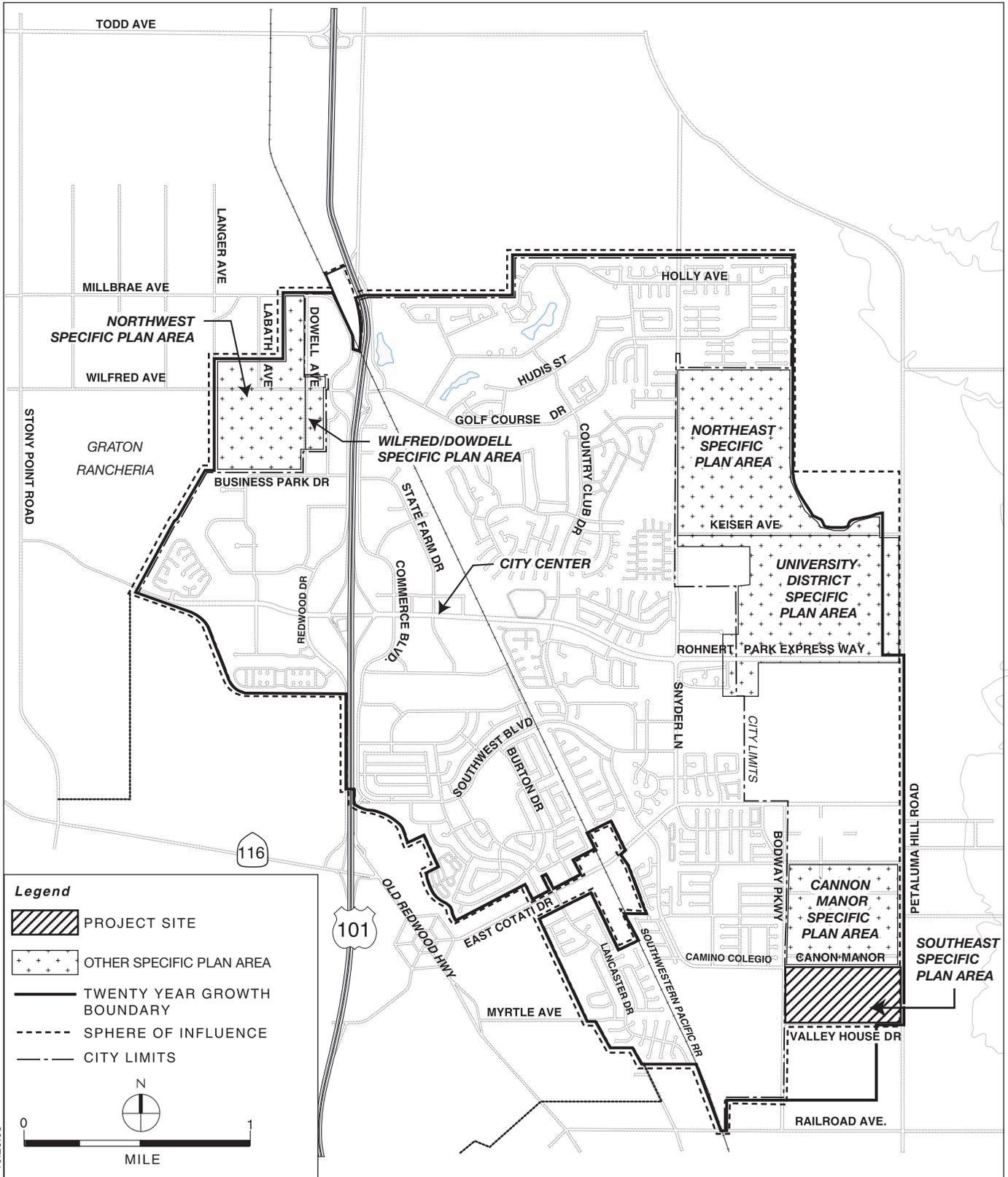
**Please send your response to:**

Mr. Ron Bendorff, Senior Planner  
City of Rohnert Park  
Planning Department  
6750 Commerce Boulevard  
Rohnert Park, CA 94928

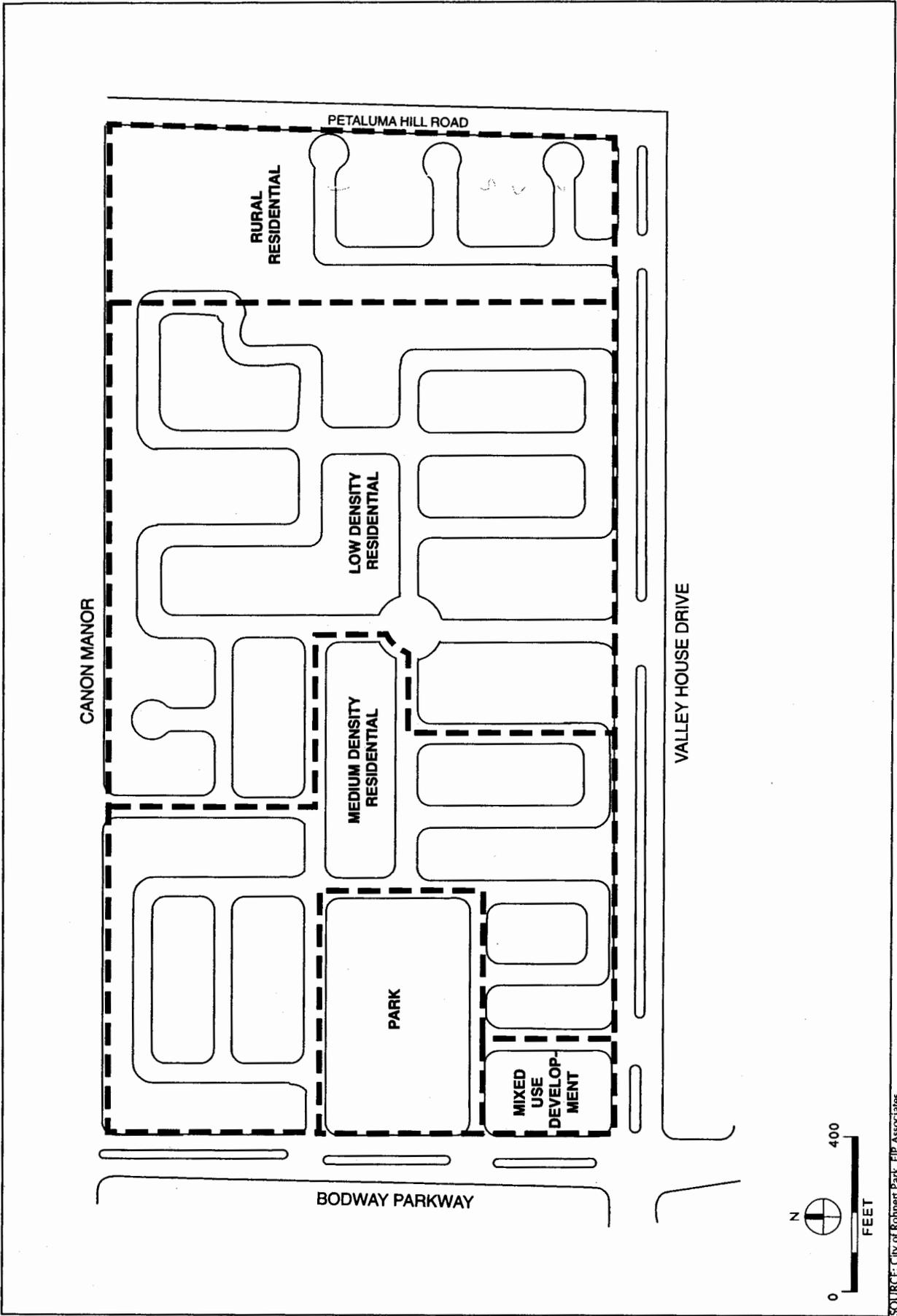
Telephone: (707) 588-2236  
Fax: (707) 588-2238  
E-mail: [rbendorff@rpcity.org](mailto:rbendorff@rpcity.org)



**CITY OF ROHNERT PARK SOUTHEAST SPECIFIC PLAN**  
**FIGURE 1: REGIONAL LOCATION MAP**



  
 CITY OF ROHNERT PARK SOUTHEAST SPECIFIC PLAN  
**FIGURE 2: SITE LOCATION MAP**



10.20.03

SOURCE: City of Rohnert Park, EIP Associates

~~EIP~~

CITY OF ROHNERT PARK SOUTHEAST SPECIFIC PLAN  
**FIGURE 3: SOUTHEAST ROHNERT PARK SPECIFIC PLAN MAP**



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse



Tal Finney  
INTERIM DIRECTOR

Notice of Preparation

November 4, 2003

To: Reviewing Agencies

Re: City of Rohnert Park, Southeast Specific Plan  
SCH# 2003112011

Attached for your review and comment is the Notice of Preparation (NOP) for the City of Rohnert Park, Southeast Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Ron Bendorff**  
City of Rohnert Park  
6750 Commerce Boulevard  
Rohnert Park, CA 94928

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

  
Scott Morgan  
Associate Planner, State Clearinghouse

Attachments  
cc: Lead Agency



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2003112011  
**Project Title** City of Rohnert Park, Southeast Specific Plan  
**Lead Agency** Rohnert Park, City of

---

**Type** NOP Notice of Preparation

**Description** The Southeast Specific Plan site includes approximately 80 acres. Several different densities of housing are planned to be accommodated within the Specific Plan area totaling up to 499 units.

---

**Lead Agency Contact**

**Name** Ron Bendorff  
**Agency** City of Rohnert Park  
**Phone** 707-588-2236 **Fax**  
**email**  
**Address** 6750 Commerce Boulevard  
**City** Rohnert Park **State** CA **Zip** 94928

---

**Project Location**

**County** Sonoma  
**City** Rohnert Park  
**Region**

**Cross Streets**

**Parcel No.**

**Township**

**Range**

**Section**

**Base**

---

**Proximity to:**

**Highways**

**Airports**

**Railways**

**Waterways**

**Schools**

**Land Use**

---

**Project Issues** Landuse; Traffic/Circulation; Public Services; Water Quality; Air Quality; Noise

---

**Reviewing Agencies** Resources Agency; Department of Parks and Recreation; Department of Water Resources; Native American Heritage Commission; Department of Housing and Community Development; Caltrans, District 4; Regional Water Quality Control Board, Region 2

---

**Date Received** 11/04/2003 **Start of Review** 11/04/2003 **End of Review** 12/03/2003

---

Resources Agency

Resources Agency  
Nadell Gayou

Dept. of Boating & Waterways  
Suzi Betzler

California Coastal Commission  
Elizabeth A. Fuchs

Colorado River Board  
Gerald R. Zimmerman

Dept. of Conservation  
Roseanne Taylor

California Energy Commission  
Environmental Office

Dept. of Forestry & Fire Protection  
Allen Robertson

Office of Historic Preservation  
Hans Kreuzberg

Dept. of Parks & Recreation  
B. Noah Tighman  
Environmental Stewardship Section

Reclamation Board  
Lori Buford

Santa Monica Mountains Conservancy  
Paul Edelman

S.F. Bay Conservation & Dev't Comm.  
Steve McAdam

Dept. of Water Resources  
Resources Agency  
Nadell Gayou

Fish and Game

Dept. of Fish & Game  
Scott Flint  
Environmental Services Division

Dept. of Fish & Game 1  
Donald Koch  
Region 1

Dept. of Fish & Game 2  
Banky Curtis  
Region 2

Dept. of Fish & Game 3  
Robert Floerke  
Region 3

Dept. of Fish & Game 4  
William Laudermilk  
Region 4

Dept. of Fish & Game 5  
Don Chadwick  
Region 5, Habitat Conservation Program

Dept. of Fish & Game 6  
Gabrina Gatchel  
Region 6, Habitat Conservation Program

Dept. of Fish & Game 6 IM  
Tammy Allen  
Region 6, Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Game M  
Tom Napoli  
Marine Region

Other Departments

Food & Agriculture

Steve Shaffer  
Dept. of Food and Agriculture

Dept. of General Services  
Robert Sleppy  
Environmental Services Section

Dept. of Health Services  
Wayne Hubbard  
Dept. of Health/Drinking Water

Independent Commissions, Boards

Delta Protection Commission  
Debbie Eddy

Office of Emergency Services  
John Rowden, Manager

Governor's Office of Planning & Research  
State Clearinghouse

Native American Heritage Comm.  
Debbie Treadway

Public Utilities Commission  
Ken Lewis

State Lands Commission  
Jean Sarino

Tahoe Regional Planning Agency (TRPA)  
Lyn Barnett

Business, Trans. & Housing

Caltrans - Division of Aeronautics  
Sandy Hesnard

Caltrans - Planning  
Ron Helgeson

California Highway Patrol  
Lt. Julie Page  
Office of Special Projects

Housing & Community Development  
Cathy Creswell  
Housing Policy Division

Dept. of Transportation

Dept. of Transportation 1  
Mike Eagan  
District 1

Dept. of Transportation 2  
Don Anderson  
District 2

Dept. of Transportation 3  
Jeff Pulverman  
District 3

Dept. of Transportation 4  
Tim Sable  
District 4

Dept. of Transportation 5  
David Murray  
District 5

Dept. of Transportation 6  
Marc Birnbaum  
District 6

Dept. of Transportation 7  
Stephen J. Buswell  
District 7

Dept. of Transportation 8  
Linda Grimes,  
District 8

Dept. of Transportation 9  
Gayle Rosander  
District 9

Dept. of Transportation 10  
Tom Dumas  
District 10

Dept. of Transportation 11  
Bill Figge  
District 11

Dept. of Transportation 12  
Bob Joseph  
District 12

Cal EPA

Air Resources Board

Airport Projects  
Jim Lerner

Transportation Projects  
Kurt Karperos

Industrial Projects  
Mike Tollstrup

California Integrated Waste Management Board  
Sue O'Leary

State Water Resources Control Board  
Jim Hockenberry  
Division of Financial Assistance

State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

State Water Resources Control Board  
Mike Falkenstein  
Division of Water Rights

Dept. of Toxic Substances Control  
CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

RWQCB 1  
Cathleen Hudson  
North Coast Region (1)

RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)

RWQCB 3  
Central Coast Region (3)

RWQCB 4  
Jonathan Bishop  
Los Angeles Region (4)

RWQCB 5S  
Central Valley Region (5)

RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office

RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office

RWQCB 6  
Lahontan Region (6)

RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office

RWQCB 7  
Colorado River Basin Region (7)

RWQCB 8  
Santa Ana Region (8)

RWQCB 9  
San Diego Region (9)

Other

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5505  
FAX (510) 286-5559  
TTY (800) 735-2929



*Flex your power!  
Be energy efficient!*

November 24, 2003

SON-101-10.67  
SON101881  
SCH# 2003112011

Mr. Ron Bendorff  
City of Rohnert Park  
Planning Department  
6750 Commerce Boulevard  
Rohnert Park, CA 94928

Dear Mr. Bendorff:

**Rohnert Park Southeast Specific Plan – Notice of Preparation (NOP)**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed specific plan. We have reviewed the NOP and have the following comments to offer:

**Traffic Analysis**

The specific plan area is approximately two miles from U.S. 101 and State Route 116. However, due to the large number of trips that will be generated by land uses in the specific plan area we recommend a traffic impact study be completed to analyze the plan's impact on these State transportation facilities.

The procedures contained in the 2000 update to the Highway Capacity Manual should be used as a guide for the study. We also recommend using the Department's "*Guide for the Preparation of Traffic Impact Studies*" for determining which scenarios and methodologies to use in the analysis. The guide can be accessed from the following webpage:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

If warranted, the City should require developers within the specific plan area to contribute their fair share of funds towards the implementation of mitigation measures.

Mitigation measures should be identified where the implementation of the plan would have a significant impact. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring. The Department considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway,
- Vehicle queues at intersections that exceed existing lane storage,
- Traffic impacts that cause any ramp's merge/diverge level of service (LOS) to be worse than the freeway's LOS, and
- Traffic impacts that cause the LOS to deteriorate below LOS E for freeways and LOS D for highways and intersections. If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.

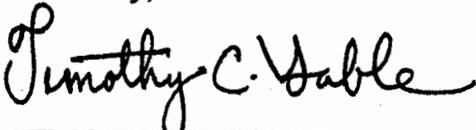
Programmed and Planned Transportation Projects

There are several programmed and planned transportation projects on U.S. 101 in the Rohnert Park area listed in the *2001 Countywide Transportation Plan for Sonoma County*, such as modification of the U.S. 101/ Railroad Avenue interchange, the Rohnert Park Expressway park and ride lot, and the widening of U.S. 101 from Old Redwood Highway to Rohnert Park Expressway for high-occupancy-vehicle lanes. The traffic impact study should determine how development of the specific plan area would be coordinated with these transportation projects in order to reduce impacts to the transportation network.

We look forward to reviewing the DEIR for the specific plan. We do expect to receive a copy from the State Clearinghouse, but in order to expedite our review you may send a copy in advance to the address at the top of this letterhead, marked ATTN: Maija Cottle, Office of Transit and Community Planning.

Should you require further information or have any questions regarding this letter, please call Maija Cottle of my staff at (510) 286-5737.

Sincerely,



TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA

c: State Clearinghouse



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

November 20, 2003

Ron Bendorff  
Planning Department  
City of Rohnert Park  
6750 Commerce Boulevard  
Rohnert Park, CA 94928

Subject: Rohnert Park Southeast Specific Plan

Dear Mr. Bendorff:

Bay Area Air Quality Management District (District) staff have received your agency's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Rohnert Park Southeast Specific Plan. The plan will consider the development of up to 499 residential units, 20,000 square feet of commercial and/or live/work space and a 5.8 acre community park within 80 acre site in southeast Rohnert Park.

District staff agree with the NOP's conclusion that the DEIR should analyze the project's potential impacts upon air quality. The Bay Area is currently a non-attainment area for federal and state ambient air quality standards for ground level ozone and state standards for particulate matter. The air quality standards are set at levels to protect public health and welfare. As general background for readers, the DEIR should discuss the health effects of air pollution, and it should provide quantitative summaries of the region's attainment status with regard to ambient air quality standards and the contribution of mobile and stationary sources to air pollution emissions.

The DEIR should analyze the potential impact on air quality from project construction and project operation at buildout. Without mitigation, a project of this size is likely to have significant air quality impacts through an increase in motor vehicle traffic. Motor vehicles constitute the largest source of air pollution in the Bay Area; therefore, we are concerned about the air quality impacts of automobile use from this project.

The DEIR should also evaluate potential nuisance impacts, such as odors and dust that could result from project implementation. Odors and dust may not necessarily cause physical harm, but can still be unpleasant and can motivate citizen complaints. Odor and dust from existing agricultural uses might impact nearby sensitive receptors. Particulate matter (PM) is a pollutant of concern for both nuisance and health-related reasons. PM larger than ten microns is more likely to be a public nuisance than a serious health hazard. On the other hand, research has demonstrated a correlation between high levels of fine PM and increased mortality rates and high incidences of chronic respiratory illness. The DEIR should evaluate such impacts and propose appropriate mitigation measures.

**ALAMEDA COUNTY**

Roberta Cooper  
Scott Haggerty  
(Chairperson)  
Nate Milley  
Shella Young

**CONTRA COSTA COUNTY**

Mark DeSaulnier  
Mark Ross  
Gayle Uilkerna  
(Secretary)

**MARIN COUNTY**

Harold C. Brown, Jr.

**NAPA COUNTY**

Brad Wagenknecht

**SAN FRANCISCO COUNTY**

Wille Brown, Jr.  
Chris Daly  
Jake McGoldrick

**SAN MATEO COUNTY**

Jerry Hill  
Marland Townsend  
(Vice-Chairperson)

**SANTA CLARA COUNTY**

Liz Kniss  
Patrick Kwok  
Julia Miller  
Dena Mossar

**SOLANO COUNTY**

John F. Silva

**SONOMA COUNTY**

Tim Smith  
Pamela Torfiatt

William C. Norton  
EXECUTIVE OFFICER/APCO

We urge the City to require the project sponsors to implement measures to minimize vehicle trips and air pollutant emissions, such as strategies aimed at more air quality beneficial land use/site design and improved transit, bicycle/pedestrian access. In particular, the City should consider increasing the densities of future residential development along Petaluma Hill Road and other parts of the plan area that are within walking distance of existing or future transit service. We recommend residential densities of at least 15 dwelling units per acre, a density commonly regarded as being able to support mass transit. Higher density housing near major roadways means that more residents will be able to access transit service in this part of Rohnert Park.

Since motor vehicles constitute the largest source of air pollution in the Bay Area, the District has a strong interest in promoting alternative modes of transportation. Currently, there is one existing Sonoma County Transit bus route serving the plan area, and a future Sonoma-Marín Area Rail Transit (SMART) station has been proposed for Rohnert Park. The City should work with project sponsors and Sonoma County Transit to ensure that there is adequate transit service between the plan area and all existing and future transit nodes.

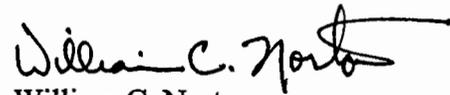
The plan should also include neighborhood-serving commercial uses throughout the residential neighborhoods not just in the designated "mixed-use" parcel. These neighborhood-serving commercial uses should be within close proximity to residences, and those uses should be convenient and safe for pedestrians and bicyclists to access. If shops, schools, parks and other community services are within walking or biking distance from homes, residents will be less likely to drive, thereby reducing the air quality impacts of the development.

We encourage the City to consider bicycle, transit and pedestrian circulation and linkages as the Specific Plan is developed. We are supportive of efforts by the City to include bicycle and pedestrian facilities in the plan area as well as linkages between the plan area and any existing or proposed local and/or regional pedestrian/bicycle networks. We encourage the City to make land use decisions that support transit, walking and cycling, in order to reduce the rate of increase in vehicle miles traveled and to improve local and regional air quality.

For more details on our agency's guidance regarding environmental review, we recommend that the City refer to the *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans (1999)*. The document provides information on best practices for assessing and mitigating air quality impacts related to projects and plans, including construction emissions, land use/design measures, project operations, motor vehicles, nuisance impacts and more. If you do not already have a copy of our guidelines, we recommend that you obtain a copy by calling our Public Information Division at (415) 749-4900 or downloading the online version from the District's web site at <http://www.baaqmd.gov/pln/CEQA/ceqaguide.asp>.

If you have any questions regarding these comments, please contact Suzanne Bourguignon, Environmental Planner, at (415) 749-5093.

Sincerely,



William C. Norton  
Executive Officer/APCO

WN:SB

cc: BAAQMD Director Tim Smith  
BAAQMD Director Pamela Torliatt

## Bendorff, Ron

---

**From:** Carole Cooper [CCOOPER@sonoma-county.org]  
**Sent:** Thursday, November 13, 2003 1:54 PM  
**To:** Bendorff, Ron  
**Subject:** RP Southeast Specific Plan

Hi, Ron,

Thanks for sending us the Notice of Preparation for the Southeast Specific Plan. My guess is that you would anticipate any comments I might have and address them in the normal process of completing an EIR. Obviously, when the time comes for a proposal to annex this territory into the City, LAFCO would want to review a plan for services, with special focus on infrastructure, traffic impacts, availability of water, and the relationship between what is planned, here, in terms of housing and the effect on meeting your housing goals.

I am not sure about the current status of the Northeast and University Specific Plans. But, it occurs to me that you, along with the developers, might want to come before LAFCO, at some point before an annexation proposal is submitted, to provide information about these projects to the Commission and get some feedback and insight from Commissioners. When/if you are interested in this, just let me know.

Carole

P.S. It just occurred to me - are you required to print up/publish any comments that you receive? If so, please let me know and I'll write a letter to you instead of this informal email.



**SONOMA COUNTY**  
**PERMIT AND RESOURCE MANAGEMENT DEPARTMENT**

2550 Ventura Avenue Santa Rosa, CA 95403 (707) 527-1900 FAX (707) 527-3767

---

November 26, 2003

City of Rohnert Park  
Planning Department  
6750 Commerce Boulevard  
Rohnert Park, California 94928

Att: Ron Bendorff,  
Senior Planner

Re: Response to Notice of Preparation of EIR  
for City of Rohnert Park Southeast Specific Plan

Dear Mr. Bendorff:

Thank you for the opportunity to comment on the Notice of Preparation for the Draft EIR on the City's Southeast Specific Plan. The specific plan and/or EIR should indicate how environmental concerns have influenced the development of the specific plan and what mitigation is incorporated into specific plan policies or standards to mitigate the impacts resulting from the proposed development. Since the potential for effective mitigation in some cases depends upon interagency cooperation, we recommend that the City consider using some sort of a working group of representatives and staff from the City, County, City of Cotati, and other agencies to refine and implement mitigation for specific plan impacts.

The specific comments which follow focus on potential impacts on traffic, water supply, wastewater, land use, scenic resources and cumulative impacts.

**Traffic:** Since Highway 101 and Petaluma Hill Road are primary arterials serving predominantly regional and inter-community trips, the EIR's assessment of traffic impacts should include the long-term effects of project-area contribution to future traffic loads on these highways. Data should be developed for existing traffic levels, existing levels plus traffic generated by new development proposed by the specific plan, and finally, the cumulative traffic levels anticipated from future development in the region. These data should include traffic volume projections and level of service estimates for regional road segments and intersections affected by project traffic. Traffic projections should be coordinated with modeling underway for the County General Plan Update.

The following specific traffic-related issues should be addressed in the EIR:

- Any additional traffic through the already constrained intersection of Petaluma Hill Road, Adobe Road and Main Street.
- Pursuant to County policies on designated "parallel arterials", the EIR should consider mitigation which prohibits access to Petaluma Hill Road from abutting parcels. If Petaluma Hill Road is not annexed, the County may require frontage improvements.
- The structural, safety and capacity limitations of Railroad Avenue.
- The project area map shows a collector street connecting to the north, presumably to Sturtevant Drive. Since residents in the Canon Manor area have reportedly expressed opposition to this connection due to the additional traffic through their neighborhood, the EIR should assess the impacts of this connection.

Pursuant to policies in the County Circulation and Transit Element, the traffic mitigation measures addressed in the EIR should include signalization of intersections, additional travel lanes and turn lanes, maintaining appropriate levels of service, reducing peak-hour vehicle use, and cooperative fair-share solutions to regional problems. The City's General Plan includes a policy that the City would contribute its fair share of the costs of any County approved improvements to resolve congestion in the Penngrove community. The traffic analysis should identify the fair share applicable to the development allowed by the specific plan. In the 2001 agreement between the City and the County, the City committed to help fund a fair-share portion of road improvements outside future City boundaries in order to mitigate the traffic impacts of development within the City. The specific plan should identify mechanisms for collecting and transferring funds to the County to finance needed offsite road improvements and for coordinating the timing of such improvements.

**Water Supply:** The future water needs of the project area should be quantified and evaluated against the City's contractual agreements, storage capacity, well yield and other water supply limitations. The EIR assessment of water supply should include the details of water supply to the project area, any uncertainty in proposed water supply from groundwater and the Sonoma County Water Agency, how such uncertainty will be addressed, how groundwater use may affect surrounding well users, and, finally, how the assessment complies with the terms of the settlement agreement for the lawsuit by the South County Resource Preservation Committee.

**Wastewater:** The wastewater treatment capacity available to the City of Ronnet Park should be evaluated to determine if it is sufficient for long-term needs of the project. If the wastewater treatment capacity cannot be shown to be adequate for the Specific Plan development, Plan revisions or mitigation measures should be identified in order to ensure that the available capacity will be sufficient. The EIR should also address any arrangements for sharing use and costs of the sewer pump station and force mains that serve both the project site and Canon Manor West or other areas.

**Land Use:** Since CEQA requires an EIR to identify any inconsistency between a proposed project and adopted plans, the EIR should describe the current land use designations of the Sonoma County General Plan which apply to the site before it is annexed. The site is currently designated as Diverse Agriculture / 20-acre density on the County's Land Use Plan

map, and the loss of potential agricultural uses should therefore be assessed in the EIR. The site is outside the Rohnert Park Urban Service Area currently designated on the Land Use Plan Map but within the proposed boundary recommended by the General Plan Update Citizens Advisory Committee. This proposal and the revised County General Plan may be considered by the Board of Supervisors in late 2004.

**Scenic Resources:** Petaluma Hill Road is designated as a Scenic Corridor on the County's Open Space Plan Map. Consequently, the EIR should consider building setbacks, landscaping, sign controls and other mechanisms to provide protection and enhancement of the "view from the road".

**Cumulative Impacts:** The EIR should assess the impacts of the project when combined with the impacts of other projects, including such projects as the Canon Manor West Assessment District, Sonoma State University development, University District Specific Plan, and the Indian casino.

We look forward to working with the City in the development of this area. If you have any questions about this letter or County policies, please feel free to call me at 527-1917.

Sincerely,



Robert Gaiser  
Planner III

Copies: Board of Supervisors  
CAO  
SCPRMD: Pete Parkinson, Jennifer Barrett, Greg Carr, Tim Mayer  
SCTPW: Dave Knight, John Kottage  
SCTA: Suzanne Wilford

# City of Cotati

Sonoma County, California



November 25, 2003

Mr. Ron Bendorff, Senior Planner  
City of Rohnert Park  
Planning Department  
6750 Commerce Boulevard  
Rohnert Park, CA 94928

**SUBJECT:** Southeast Specific Plan Comments

Dear Ron;

The City of Cotati appreciates the opportunity to comment on the Notice of Preparation. We ask that these comments be considered as part of the scoping and ongoing specific plan process.

The City of Cotati maintains a ~~longstanding concern~~ regarding the impacts of development within the City of Rohnert Park to all intersections, street segments and interchanges associated with East Cotati Avenue, West Sierra Avenue and Old Redwood Highway.

The City of Cotati requests that the City of Rohnert Park include ~~the analysis~~ of all of the above-mentioned intersections, street segments and interchanges with and ~~without the~~ completion of the Railroad Avenue interchange and any proposed highway widening. As you are aware, funding availability for the highway widening and the Railroad Avenue interchange has recently been downgraded and it is once again at least ten years until such improvements are operational. The City of Cotati requests the specific analyses which will identify the impacts to the City of Cotati during this *interim* period as well as the impacts after improvements are installed and all the scheduled specific plan areas and any other long term planning areas are developed.

The RP General Plan language, crafted cooperatively with the City of Cotati and the County of Sonoma, envisioned ongoing regional discussions and solutions. Whether these discussions occur, Rohnert Park still has a responsibility, in accordance with CEQA, to identify actual impacts. We would hope and expect that real attempts would be made to mitigate impacts that affect your neighboring community. At the very least we need to be apprised of the severity of the ongoing cumulative impacts. In this regard, the City recognizes that some amount of impacts to Cotati may be from other sources. We request that the City of Rohnert Park identify the cumulative traffic impacts to Cotati from all sources and then identify each jurisdiction's contribution to these impacts. In this way, Rohnert Park will be able to assess what percentage of the traffic impacts is from Rohnert Park versus other jurisdictions.

Letter to Ron Bendorff  
City of Rohnert Park  
Comments on the NOP  
For the Southeast Specific Plan

It is difficult to determine from the information provided the most likely routes and possible future streets planned to move new residents from the southeast of Rohnert Park to Highway 101 interchanges. City staff would be more than happy to attend a Rohnert Park staff presentation/discussion on the specific plan areas and future circulation plans.

We look forward to working closely and cooperatively with you.

Sincerely,



Marsha Sue Lustig  
Senior Planner

c: Terry Stubbing, City Manager  
Dennis Dorch, Assistant City Manager  
David Woltering, Planning Director  
Toni Bertolero, City Engineer