

Section 5

Unavoidable Significant Adverse Impacts

In accordance with Section 15126.2(b) of the California Environmental Quality Act (CEQA) Guidelines, this section is to set forth those significant environmental adverse impacts that cannot be mitigated to a less than significant level that would result from implementation of the Southeast Specific Plan project as evaluated in this EIR.

CEQA requires the decision-maker (Lead Agency), to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. Where a decision on a project allows the occurrence of significant effects that are identified in an EIR but are not at least substantially mitigated, the Lead Agency is to state in writing through a Statement of Overriding Considerations the specific reasons to support its action based on the EIR and/or other information in the record. If a Lead Agency makes a Statement of Overriding Considerations, the Statement should be included in the record of the project approval.¹

For the Southeast Specific Plan project and its development components, inclusive 499 residential units and up to 20,000 square feet of commercial/retail space, mitigation measures are established to mitigate most identified significant or potentially significant impacts to levels of insignificance as described in the various technical sections of this EIR. This includes the mitigation of potential visual quality impacts, traffic impacts respecting intersections within Rohnert Park's jurisdiction, and impacts relating to air quality and noise. No significant environmental impacts were identified for the subject areas of, public services, utilities, biological resources, geology and soils or hydrology. Specified unavoidable significant adverse impacts were noted with respect to land use wherein project buildout would result in the loss of about 80 acres of land designated as Farmlands of Local Importance, and specified intersections outside the jurisdiction of the City of Rohnert Park where a regional approach to mitigation would be required. Thus the project would adversely affect land use and intersection service levels through development in accordance with the City's impact significance criteria regarding applicable land use plans, policies or regulations and intersection service levels.

The unavoidable significant impacts are stated as follows in Section 3.6, *Land Use* and 3.10, *Traffic and Circulation*.

Land Use

Plan Consistency: *Would the project conflict with applicable plans or policies?*

Impact 3.6-1

Buildout of the Southeast Specific Plan project site would result in the loss of about 80 acres of land designated as Farmlands of Local Importance. This would be a significant and unavoidable land use impact with respect to Sonoma County land use policies.

Traffic and Circulation

Traffic Volumes and Level of Service (LOS): *Would the project increase traffic and create congestion?*

Impact 3.10-1

Traffic increases resulting from the Southeast Specific Plan project coupled with currently approved projects would result in intersection levels of service at or worse than the applicable level of service threshold at the intersections of Adobe Road & Petaluma Hill Road, East Cotati Avenue & Bodway Parkway, and Railroad Avenue & Petaluma Hill Road. For the intersection of East Cotati Avenue & Bodway Parkway this would be a significant impact, while for the intersections of Adobe Road & Petaluma Hill Road, and Railroad Avenue & Petaluma Hill Road this would be an unavoidable and significant adverse impact because the intersections of Adobe Road & Petaluma Hill Road, and Railroad Avenue & Petaluma Hill Road are located outside the City where a regional approach to mitigation requiring the participation of more than one jurisdiction would be required, and would be beyond the sole control of the City of Rohnert Park.

Impact 3.10-3

Under cumulative (future) development in the year 2020, traffic growth with or without the Southeast Specific Plan project would result in intersection levels of service at or worse than the applicable level of service threshold at the intersections of Adobe Road & Petaluma Hill Road, Main Street & Old Redwood Highway, East Cotati Avenue & Camino Colegio, East Cotati Avenue and Bodway Parkway, and East Cotati Avenue & Petaluma Hill Road. For the intersections of Adobe Road & Petaluma Hill Road, and Main Street & Old Redwood Highway this is considered an unavoidable and significant adverse impact because the intersections are located outside the City where a regional approach to mitigation requiring the participation of more than one jurisdiction would be required, and would be beyond the sole control of the City of Rohnert Park.

Impact 3.10-4

Under cumulative (future) development in the year 2030, traffic growth within the region, inclusive of the Southeast Specific Plan project, would cause US 101 to operate in the level of service E and F range during the AM and PM peak hours. This would occur with or without the Specific Plan project and would be due to cumulative development.

Endnotes — Unavoidable Significant Adverse Impacts

¹ 14 California Code of Regulations Section 15000, *et seq.*