



**Initial Study/Proposed Mitigated Negative Declaration
Road Access Stabilization Repairs for Tank R7**

August 10, 2017

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Initial Study/Proposed Mitigated Negative Declaration Road Access Stabilization Repairs for Tank R7

Prepared for:



69 Stony Circle
Santa Rosa, California 95401

Attention: Tetyana Mokvyts
Associate Civil Engineer
(707) 543-3958

Prepared by:



2235 Mercury Way, Suite 150
Santa Rosa, California 95407

August 10, 2017

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Acronyms and Abbreviations

| | |
|------------------|---|
| AB | Assembly Bill |
| ABAG | Association of Bay Area Governments |
| APN | Assessor's Parcel Number |
| AQP | Air Quality Plan |
| ASC | Anthropological Studies Center |
| BAAQMD | Bay Area Air Quality Management District |
| bgs | below ground surface |
| BMPs | Best Management Practices |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Cal-OSHA | California Division of Occupational Safety and Health |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO ₂ | Carbon Dioxide |
| dBA | decibel, A-Weighted Sound Level |
| DTSC | Department of Toxic Substances Control |
| EIR | Environmental Impact Report |
| EOC | Emergency Operations Center |
| EOP | Emergency Operations Plan |
| GHGs | Greenhouse Gases |
| L _{max} | maximum noise level |
| PD | Planned Development |
| PM | particulate matter |
| PPV | peak particle velocity |
| PRC | Public Resources Code |
| RR-40 | Rural Residential |
| RWQCB | Regional Water Quality Control Board |
| SWRCB | State Water Resources Control Board |
| USFWS | U.S. Fish and Wildlife Service |
| USGS | U.S. Geological Survey |

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1. Project Information

| | |
|---|--|
| Project Title | City of Santa Rosa, Road Access Stabilization Repairs for Tank R7 |
| Lead Agency Name & Address | City of Santa Rosa 69 Stony Circle Santa Rosa, California 95401 |
| Contact Person | Ms. Tetyana Mokvyts, Associate Civil Engineer Phone number: (707) 543-3958 Email: TMokvyts@srcity.org |
| Project Location | The project is located in the northeast quadrant of the City of Santa Rosa north of Yerba Buena Road, in Sonoma County, California. |
| Project Assessor's Parcel Number (APN) | 153-310-003 (access road) and 153-101-001 (Tank R7 site) and City right-of-way in Yerba Buena Road and St. Francis Road. |
| General Plan Land Use Designation | Very Low Density Residential (0.2-2.0 units per acre) and Low Density Residential (2 to 8 units per acre). |
| Zoning | Planned Development (PD) and Rural Residential (RR-40) |
| Description of Project | The City of Santa Rosa is proposing site drainage improvements and access road rehabilitation along the access road for water Tank R7 and storm drain improvements in Yerba Buena Road and St. Francis Road. |
| Surrounding Land Uses and Setting | Surrounding land uses include the single family residences to the south and west, and undeveloped hillside to the north and east. |

1.1 CEQA Requirements

This project is subject to the requirements of the California Environmental Quality Act (CEQA). The CEQA Lead Agency is the City of Santa Rosa. The purpose of this Initial Study is:

- To provide a basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration or a Negative Declaration
- To disclose potential project environmental impacts
- To inform the CEQA Lead Agency, responsible agencies, trustee agencies, and the public regarding the project and potential environmental impacts

This Initial Study has been prepared to satisfy the requirements of CEQA (Public Resources Code (PRC), Div. 13, Sec 21000-21177), and the CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387).

1.2 Project Location and Setting

The project is located within the northeast quadrant of the City of Santa Rosa, north of Yerba Buena Road and within portions of Yerba Buena Road and St. Francis Road (Figure 1-1, Vicinity Map). Primary access to the project area is via St. Francis Road. The project site is within Section 4, Township 7 North, Range 7 West, Mount Diablo Meridian within the U.S. Geological Survey (USGS) 7.5' Santa Rosa topographic quadrangle map between 410 feet above sea level to 546 feet above sea level.

Existing improvements on the site consist of a 10- to 11- foot wide single lane access road which starts at Yerba Buena Road, extends between two residences, and then follows an easement over private property to the existing water tank, Tank R7, which is owned by the City. The existing access road is 1,350 foot long. The access road is on the side slope of a hill. The land immediately surrounding the access road is undeveloped grassland with residential parcels located 40 to 375 feet down the hill to the south. There are a number of trees surrounding Tank R7. Two small trees along the access road would require removal during construction.

1.3 Project Objectives

The purpose of this project is to provide drainage improvements, road rehabilitation, and slope stability repairs along the Tank R7 access road and upgrades to the existing storm drain systems in portions of Yerba Buena Road and St. Francis Road to alleviate localized flooding risk.

1.4 Detailed Project Description

1.4.1 Access Road Rehabilitation

The reconstructed access road is shown in Figure 1-2, Construction Limits, and would be reconstructed to a width of 12 feet. The road width currently ranges from 10-11 feet. A new storm drain system and telecommunications line would be installed beneath the access road. The access road would remain closed to the public, and the gate at Yerba Buena Road would remain as it is today. The entire construction zone, including City streets, would be approximately 3.4 acres.

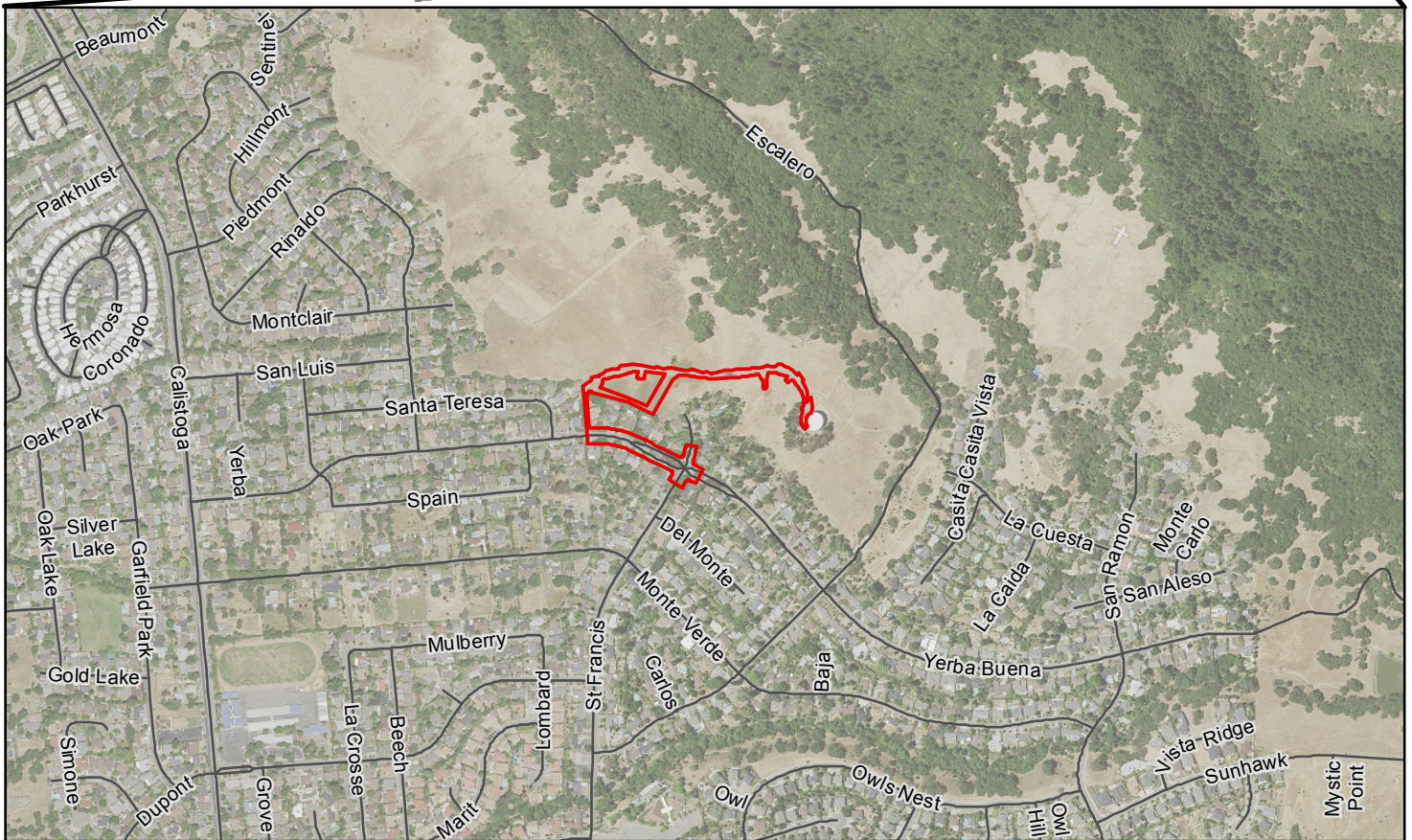
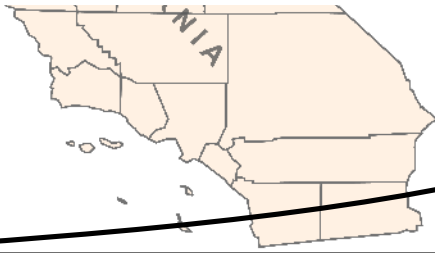
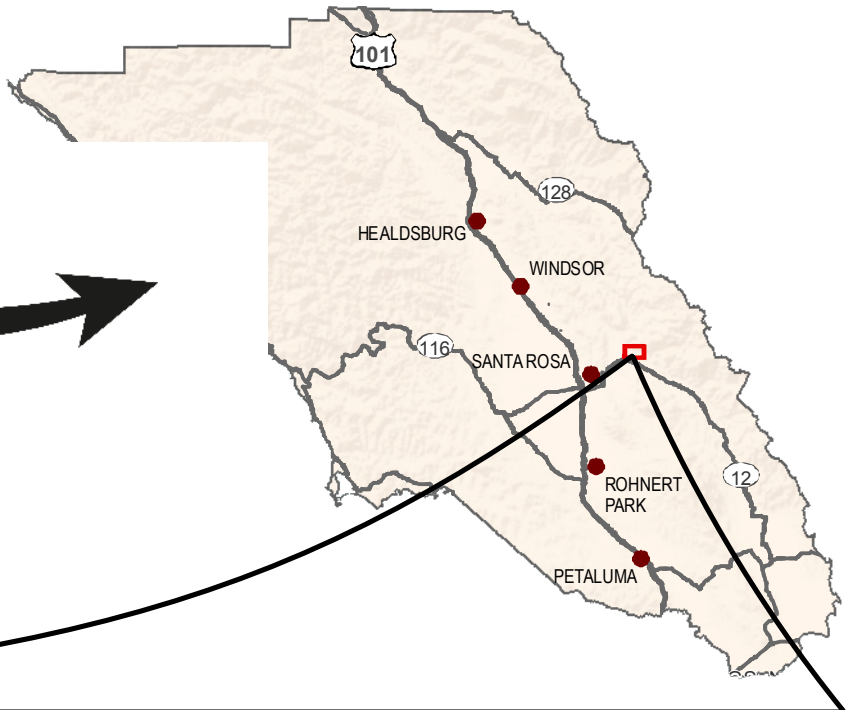
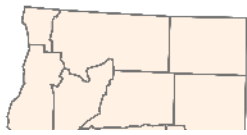
The access road cross-slope would be sloped to the center or inboard side of the road where surface runoff would be collected in a paved drainage ditch and inlets and conveyed at intervals to new inlets that connect to the new storm drain piping system.

A vehicle turnaround area would be located at the end of the access road before entering the fenced water tank parcel. The vehicle turnaround area is designed for a typical vehicle approximately seven feet wide by 19 feet in length. The turnaround area would allow vehicles to change direction at the end of the access road without having to drive in reverse down the access road.

1.4.2 Retaining Walls and Drainage Features

Approximately 800 linear feet of retaining wall would be required along the north side of the access road, as shown on Figure 1-3, Retaining Walls. The walls would range from 1 to 8 feet high and would require a footing that extends into the access road area as well as a footing that extends behind the wall (see Figure 1-4, Schematic Retaining Wall Detail).

The retaining wall would be made of precast modular blocks; the type of blocks has not yet been selected by the City and may range from small to large blocks.



- Project Site
- Streets

Paper Size 8.5" x 11" (ANSI A)

0 200 400 600 800 1,000

Feet

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983

Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



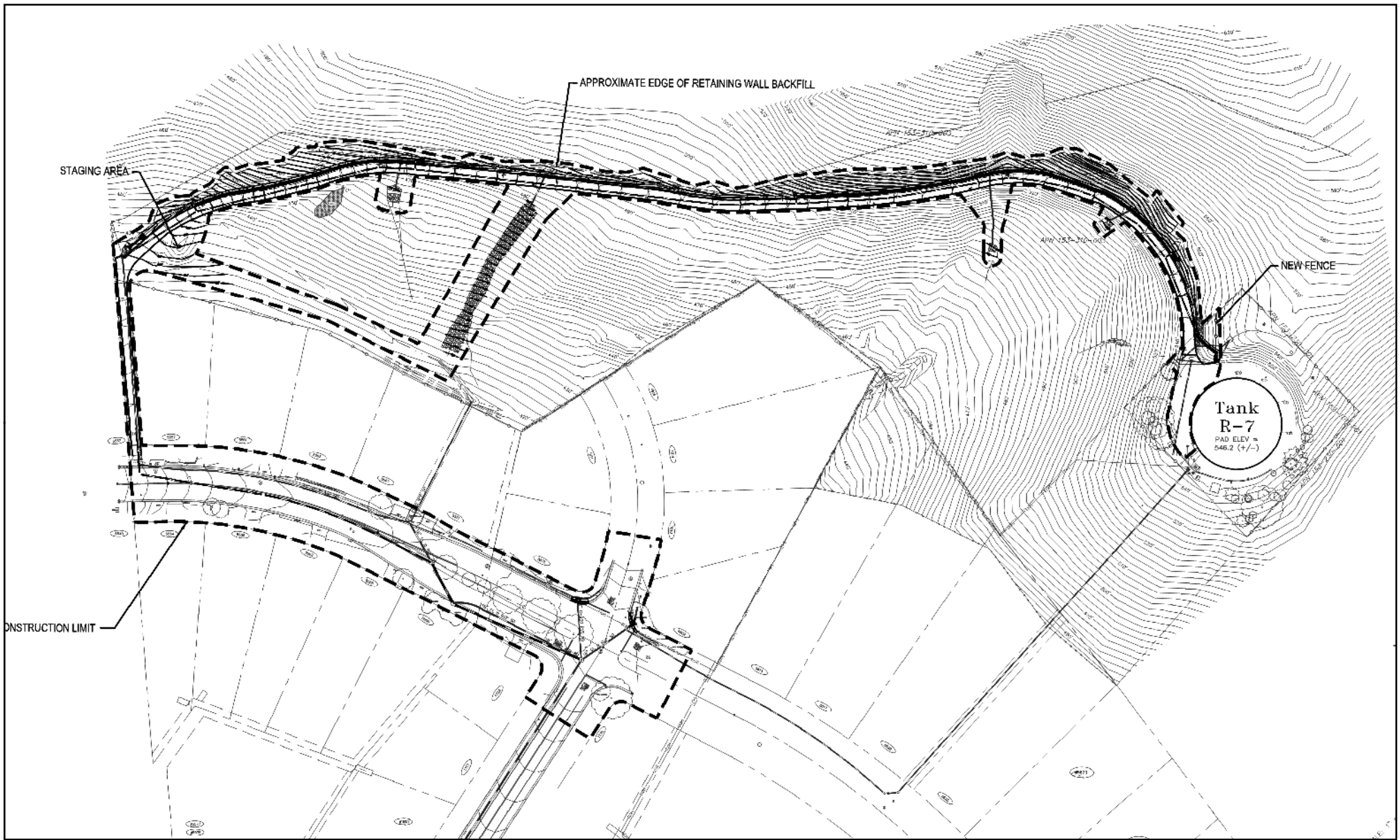
City of Santa Rosa
Road Access Stabilization
Repairs for Tank R7

Job Number | 8411840.21
Revision | 0
Date | 10 Feb 2017

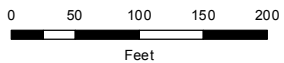
Vicinity Map

Figure 1-1

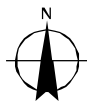
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City of Santa Rosa
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Construction Limits

Figure 1-2

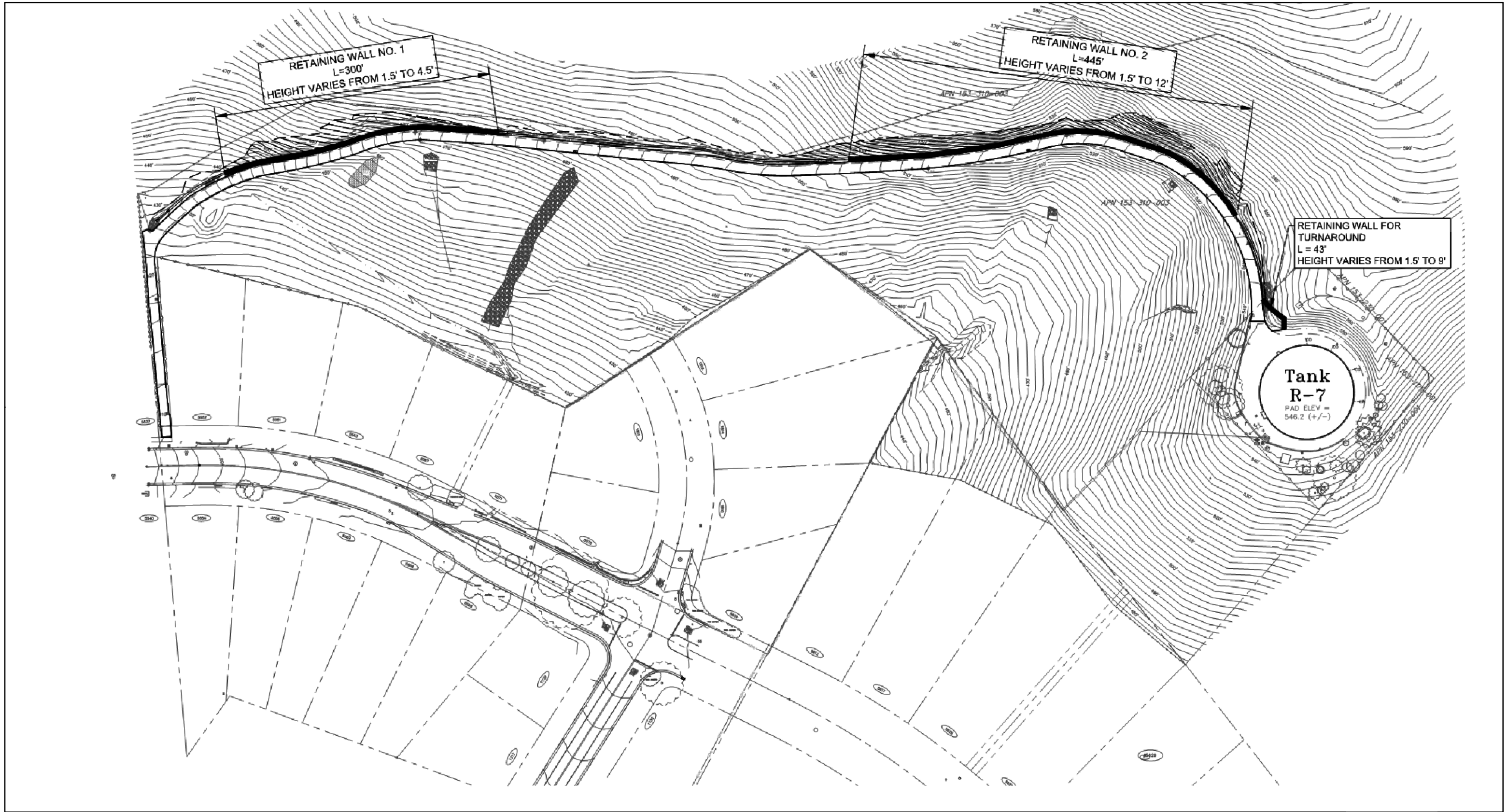
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718 Third Street Eureka CA 95501 USA T 707 443 8326 F 707 444 8330 E eureka@ghd.com W www.ghd.com

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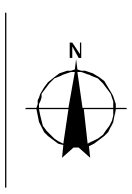
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Feet

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



City of Santa Rosa
Road Access Stabilization
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Retaining Walls

Figure 1-3

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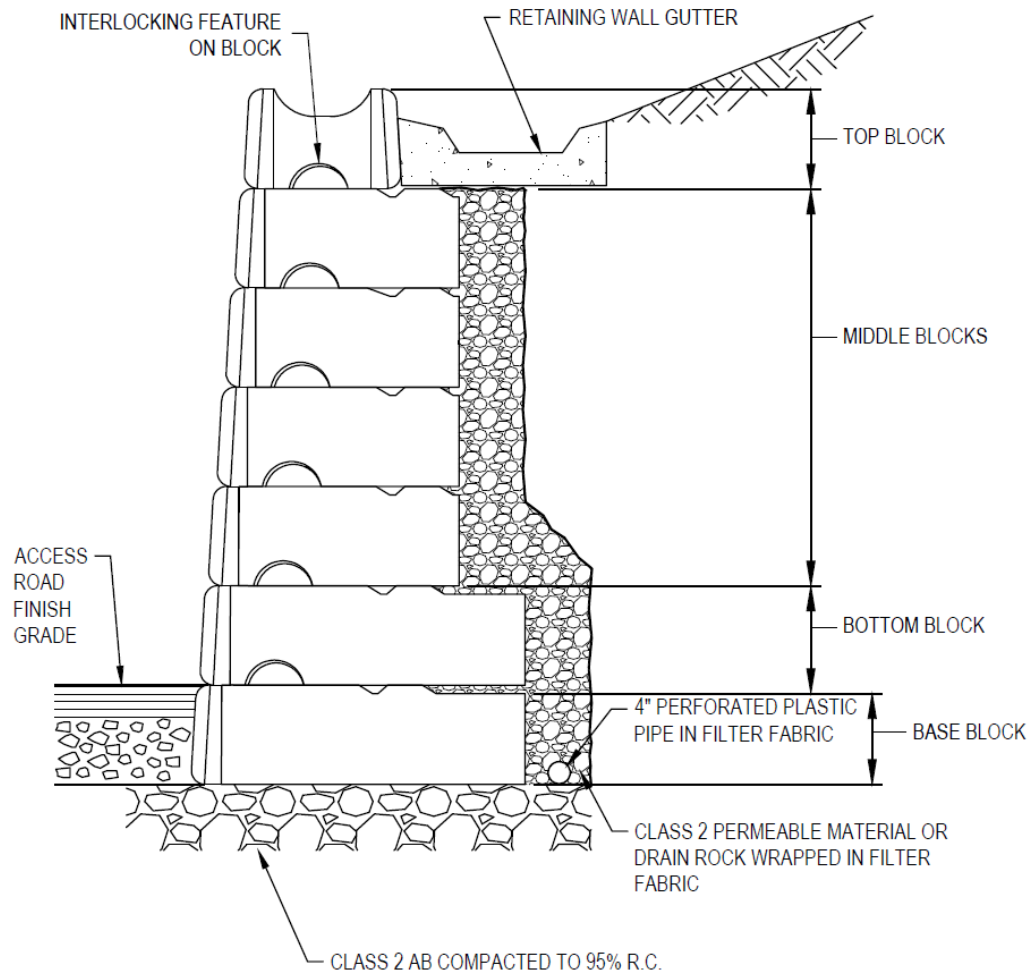


Figure 1-4: Schematic Retaining Wall Detail

The surface of the access road would be sloped to drain to new drainage inlets located at intervals in the middle of the access road and into the new storm drain system that would be installed beneath the access road.

The retaining walls would be backfilled with angular gravel and acceptable native site soils. Behind the base of the wall, a drain may be installed to collect drainage. The drain would be sloped to flow into the new access road storm drain system at intervals.

The slope behind the retaining wall would be graded to generally match existing slopes. A relatively flat bench behind the retaining wall would be graded to support a concrete-lined drainage ditch behind the top of the wall. Inlets from the ditch would divert surface flow into the new storm drain system beneath the access road.

These drainage systems along the access road would minimize or eliminate surface runoff from the access road downslope toward existing residences.

1.4.3 Upgrades to Storm Drain System in Public Roads

The existing storm drains in approximately 600 feet of Yerba Buena Road and in a short portion of St. Francis Road (see Figure 1-2) would be upsized to accommodate the additional drainage from the access road, as well as provide additional capacity for storm flows compared to the existing conditions.

1.4.4 Construction Activities

The project site would be accessed from Yerba Buena Road approximately 560 feet west of St. Francis Road. Construction staging areas would be located at an off-site location procured by the contractor, and on the south side of the access road approximately 270 feet from the entry on Yerba Buena Road where the access road curves to the northeast (see Figure 1-2). Additional construction staging may be permitted by the City on Yerba Buena Road as it relates to the construction occurring in Yerba Buena Road.

Where new retaining walls are constructed, existing vegetation, undocumented fill, debris or other undesirable material would be removed from the site to expose firm, undisturbed native soil within the construction limits (see Figure 1-2). Then, the retaining wall would be built. A trench would be excavated within the access road to install a telecommunication line. The telecommunication line would be installed with pull boxes, and the trench would be filled. A second adjacent trench would be excavated within the access road to install a new storm drain. The storm drain would be installed with drop inlets, and the trench would be filled. The existing 15" and 12" corrugated metal pipe culverts and rock slope protection downslope of the access road would be removed within the construction limits, and the area restored and revegetated.

When most of the work on the access road is complete, the existing asphalt pavement and aggregate base would be removed and the surface of the existing roadbed scarified to a depth of at least six inches, compacted, and paved. The existing fence around the R7 water tank would be modified as needed.

In Yerba Buena and St. Francis Roads, installation of the storm drains would require sawcutting and removal of existing pavement; removal of existing pipes and drainage inlets; installation of new storm drain pipes and drainage inlets, bedding and backfill; scarification of the subgrade; and installation of aggregate base and pavement for road reconstruction. Where paving is removed or damaged, the paving would be restored. The maximum depth of construction would be 18 feet.

Construction is anticipated to occur over approximately six months in 2018. Construction activities would generally occur during the day between 7:00 a.m. and 7:00 p.m. on non-holiday weekdays or as allowed by City Municipal Code.

Water would be brought in by water truck and used for dust control. Construction machinery using gas or diesel fuel would be fuelled offsite. The contractor may use a portable generator for electricity. During operation, the proposed project would not require any electricity or natural gas.

Approximately 2,100 cubic yards (CY) of fill is required to stabilize the slopes behind the retaining wall. Approximately 100 CY of cut is required to create the turnaround area at the end of the access road.

Offhaul would primarily be comprised of excavated pavement from rehabilitating the access road, constructing the retaining walls, and installing the storm drain system. It is estimated that approximately 550 CY of excavated pavement would be hauled offsite and recycled in accordance with City construction requirements. Assuming a typical dump truck capacity of 12 CY,

approximately 46 truckloads are required to collect and dispose of the excavated pavement material. The excavated fills from the retaining walls and storm drains are anticipated to be reused as fill material behind the retaining walls if it is determined suitable for this purpose by the Geotechnical Engineer.

Construction vehicles anticipated for this project include excavators, backhoes, rollers, compaction equipment, and dump trucks. If the City decides to use large blocks for the retaining wall, a crane would be needed. Construction traffic would vary over the construction period. Approximately 15 construction employees would be working on the site during peak periods. Daily peak construction traffic would include approximately 15 round trips for employees, 10 round trips for construction equipment and supplies, and 15 round trips for offhaul, for a total of 40 round trips per day.

Yerba Buena Road and St. Francis Road have travel lanes that are approximately 18 feet wide and two-way traffic (one lane each way). During construction, one lane would remain open at all times. Flaggers, signs, and markers would be used to control and direct traffic, in accordance with the California Manual on Uniform Traffic Control Devices.

1.4.5 Maintenance and Operation

Periodic maintenance would be required to remove slough and debris from the project site, particularly the retaining wall bench and to keep the drainage ditch above the retaining walls unobstructed. During operation, no pedestrians or vehicles other than the City's maintenance vehicles (for maintenance to Tank R7 and PG&E access) would be permitted on the access road. The number of vehicles accessing the R7 water tank would not change from the existing condition.

1.5 Required Permits or Approvals

City entitlements that may be required for the project include:

- Transportation Permit for heavy loads
- Temporary construction easement and revised permanent easement agreement for the access road, and
- Revised private open space easement for the temporary and permanent access road improvements.

The City will consider approval of the project, including project funding, design, and contracting, after adoption of the MND.

The following is a list of potentially applicable permits, consultations, and approvals from federal, State and local agencies. These agencies may issue approvals for the project, and thus need to rely upon the MND. This MND is intended to apply to all the project approvals listed below, as well as to any other permits or approvals necessary or desirable to implement the project.

- California State Water Resources Control Board. Construction Stormwater General Permit/Stormwater Pollution Prevention Plan for land disturbance of 1 acre or more

1.6 Environmental Protection Actions Incorporated into the Project

The following actions are included as part of the project to reduce or avoid potential adverse effects that could result from construction or operation of the project. Additional resource-specific mitigation measures are presented in the following analysis sections in Chapter Three. Project and

resource-specific mitigation measures are also included in the Mitigation, Monitoring, and Reporting Program prepared for the project (bound separately).

1.6.1 Environmental Protection Action 1 – BAAQMD Basic Construction Measures

To limit dust, criteria pollutants, and precursor emissions associated with the construction activity, the City will include the following Bay Area Air Quality Management District (BAAQMD) recommended Basic Construction Measures in all construction contract specifications for the project:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas and unpaved access roads) shall be watered two times per day;
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
- All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping shall be prohibited;
- All vehicle speeds on unpaved areas shall be limited to 15 miles per hour;
- All paving shall be completed as soon as possible after pipeline replacement work is finished;
- 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, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points;
- All construction equipment shall be maintained 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;
- A publicly visible sign shall be posted with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

1.6.2 Environmental Protection Action 2 – Geotechnical Design

The City will design the project to comply with the site-specific recommendations made in the project's geotechnical report (Kleinfelder 2015). This would include design in accordance with the seismic, foundation, and fencing design criteria, as well as site preparation and grading recommendations included in the report. The geotechnical recommendations will be incorporated into the final plans and specifications for the project, and will be implemented during construction.

1.6.3 Environmental Protection Action 3 – Bird and Bat Surveys

The City will take the following measures to avoid significant impacts to birds and bats:

- Grading or removal of any vegetation shall be conducted outside the nesting season, which occurs between approximately February 1 and August 31, if feasible. (No survey is required during this period).

- If grading or vegetation removal between August 31 and February 1 is infeasible and work must occur within the breeding season, a pre-construction nesting bird (both passerine and raptor) survey of the project areas and nearby trees shall be performed by a qualified biologist within 7 days of ground breaking. If no nesting birds are observed, no further action is required and work shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey.
- If bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.
- The radius of the required buffer zone can vary depending on the species, (i.e., 75 to 100 feet for passerines and 200 to 300 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFW.
- To delineate the buffer zone around a nesting tree, orange construction fencing shall be placed at the specified radius from the base of the tree within which no machinery or workers shall intrude.
- After the fencing is in place there will be no restrictions on grading or construction activities outside the prescribed buffer zones.

The following measures will be required to avoid impacts to roosting bats.

(a) Preconstruction Surveys:

- All trees and structures suitable for use by bats would be surveyed for signs of bats prior to project activities.

(b) Avoidance Measures:

- If bats are discovered during the surveys, then a buffer of 100 to 150 feet would be maintained.
- The optimal time to remove trees is September 15 through October 15, when young would be capable of flying, and between February 15 to April 1 to avoid hibernating bats and prior to formation of maternity sites.
- If flushing of bats is necessary, it will be done by a biologist during the non-breeding season from October 1 to March 31. When flushing bats, structures and/or trees will be removed carefully to avoid harming individuals, and torpid bats given time to completely arouse and fly away.
- During the maternity season from April 1 to September 30, prior to construction, a qualified biologist will determine if a bat nursery is present at any sites identified as potentially housing bats.
- If an active nursery is present, disturbance of bats will be avoided until the biologist determines that breeding is complete and young are reared.

1.6.4 Environmental Protection Action 4 – Off-site Construction Staging Areas

The City will ensure that off-site construction staging areas meet the following qualifications:

- Staging areas will not occur within 100 feet of sensitive receptors. Sensitive receptors may include residences, overnight health care facilities, and schools.

- Staging will not occur where there are jurisdictional wetlands or habitat for special-status species. Prior to using a staging area, the City will ensure that wetland and habitat surveys are conducted by qualified biologists. Staging areas that are entirely paved, compacted, or maintained landscaped areas are not subject to this measure.
- Staging will protect trees.
- Staging will not occur where known archaeological or historic resources have been previously identified. Prior to using a staging area, the City will conduct an archival records search with the Northwest Information Center to identify known archaeological resources within the vicinity of the project facility. Staging areas that are entirely paved and that would not be excavated are not subject to this measure.
- Staging areas located in a floodplain shall not include fueling areas or storage areas for chemicals or hazardous substances between October 1 and April 30.

2. Environmental Factors Potentially Affected

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

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

DETERMINATION

(To be completed by the Lead Agency) On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


 City of Santa Rosa Signature


 Date

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3. Environmental Analysis

3.1 Aesthetics

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | | | ✓ | |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | | ✓ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | | | ✓ | |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | | ✓ |

3.1 a, c) Adverse Effect on a Scenic Vista or Visual Character – Less than Significant

The project site consists of two areas, the access road that traverses an undeveloped hillside and public roadways (Yerba Buena Road and a small portion of St. Francis Road). The access road is visible from a small section at the top of Yerba Buena Road near its intersection with Santa Teresa Avenue at a distance of approximately 1,300 feet and from portions of St. Francis Road at a distance of approximately 900 feet. The access road is also visible from the backyards of several single family residences along Yerba Buena Road and at the top of St. Francis Road. Project components that would be visible both during construction and permanently include the retaining wall and the areas downslope of the access road where the existing riprap would be removed. The access road is not being widened or rerouted, so its visibility would remain the same as today. Refer to photographs of the project area in Figure 1-5.

Construction work to replace the storm drain in the access road, Yerba Buena Road, and a small portion of St. Francis Road would be visible temporarily. No permanent storm drain improvements are proposed that would be visible.

Construction

Construction activities along the access road would result in temporary changes in the visual character of the project area; however, such changes would not significantly affect views given the minor size of the construction area and that existing vegetation blocks most of the public views of the project site. Public views of the project site are intermittent, and project activities would be difficult to discern given the 900- to 1,300- foot distance from the viewer to the access road. The storm drain construction in Yerba Buena and St. Francis roads would also be temporary.

Therefore, the impact of construction activities on scenic vistas and the visual character and quality of the site and its surroundings would be less than significant.

Operation

The project would not be located within an officially designated scenic vista. Therefore, no changes within an officially designated scenic vista would occur.

Because the rehabilitated access road and new retaining wall would be constructed in the exact same location as the existing access road and the maximum height of the retaining wall would be eight feet, the project would not create a substantial visual contrast with existing improvements on the site. The retaining wall would be visible from very few public views or even private views, as it would be set into the hillside and hidden by the slope downhill to a great extent. The retaining wall would not interrupt the skyline, would not block a community focal point or visual landmark, and would not affect a view corridor. The project is not near a city entry. Therefore, the project impact on scenic vistas and the visual character and quality of the site and its surroundings would be less than significant.

Ongoing maintenance of the access road would not further change the visual character of the site. The frequency of maintenance activities would not increase, and therefore no visual impact would occur from maintenance.

3.1 b) Damage Scenic Resources within a State Scenic Highway – No Impact

Based on California Scenic Highway Mapping System information, State Route 12 is both an officially designated state scenic highway and eligible state scenic highway in the project vicinity (Caltrans 2011). The portion of State Route 12 which is an officially designated state scenic highway is more than a mile away from the project site to the southeast. The project site is not visually discernible from State Route 12, and the project would not damage any scenic resources. No impact has been identified.

3.1 d) New Source of Light or Glare – No Impact

Construction

As noted in the Project Description, Section 1.3.7, project construction activities would generally occur during the day between 7:00 a.m. and 7:00 p.m. on non-holiday weekdays or as allowed by City Municipal Code. No nighttime work would be required for any construction elements of the project. No nighttime lighting would be required. Therefore, no exterior lighting would be required during construction, and no impact would occur.

Operation

The permanent retaining wall would be constructed of concrete blocks, which would not have a reflective surface that would cause glare. Maintenance activities would continue in the same manner as they do currently and would not result in any new source of light or glare. No impact would occur.



A: Existing access road looking west.



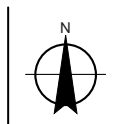
B: Existing rock slope protection downslope of access road.



C: Existing access road looking east toward R7 water tank.



D: View of existing access road from Yerba Buena Road near Santa Teresa Avenue.



City of Santa Rosa
Road Access Stabilization
Repairs for Tank R7

Job Number | 8411840
Revision |
Date | Mar 2016

Photos of the Project Area

Figure 1-5

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3.2 Agriculture and Forest Resources

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | ✓ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | ✓ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | | | | ✓ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | ✓ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | | | | ✓ |

3.2 a-e) Farmland or Forest Conversion – No Impact

The project site is designated as “Grazing Land” on the latest Sonoma County Important Farmland map (CDC 2014). Grazing land does not qualify as Prime Farmland, Unique Farmland, Farmland of Statewide Importance. No impact to status farmland would occur.

The project site is not designated by the California Department of Conservation as being enrolled in an existing Williamson Act contract (County of Sonoma 2015) and is not zoned or used for agricultural purposes. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

The project is not located on land zoned or used as forest land, timberland, or timberland production. Therefore, the project would not conflict with existing forest-related zoning and would not result in the conversion of farm or forest lands. No impact would occur.

3.3 Air Quality

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | | | | ✓ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | | ✓ | |
| c) Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | | | ✓ | |
| d) Expose sensitive receptors to substantial pollutant concentrations? | | | ✓ | |
| e) Create objectionable odors affecting a substantial number of people? | | | | ✓ |

3.3 a) Conflict with or Obstruct Applicable Air Quality Plan – No Impact

The Bay Area 2010 Clean Air Plan is the most recently adopted regional air quality plan that pertains to the project (Bay Area Air Quality Management District [BAAQMD] 2010). The 2010 Clean Air Plan provides a comprehensive plan to protect air quality, public health, and the climate. The BAAQMD CEQA Air Quality Guidelines set forth criteria for determining a project’s consistency with the 2010 Clean Air Plan (BAAQMD 2012). Per the Guidelines, the BAAQMD considers a project consistent with the Clean Air Plan if it: 1) can be concluded that a project supports the primary goals of the Plan (by showing that the project would not result in significant and unavoidable air quality impacts); 2) includes applicable control measures from the applicable Air Quality Plan (AQP); and 3) does not disrupt or hinder implementation of any AQP control measures.

The Clean Air Plan contains 55 control measures under the following categories: stationary-source measures, mobile-source measures, transportation control measures, land use, local impact measures, and energy and climate measures. Many of these control measures require action on the part of the California Air Resources Board, BAAQMD, or local communities, and are not directly related to the actions undertaken by an individual infrastructure project. The project would not prevent the BAAQMD from implementing these actions as the control measures do not directly

apply to the project. The project does not include new stationary sources, permanent mobile sources, does not introduce a new land use, and would not use a substantial amount of energy during operation. Therefore, implementation of the project would not conflict with or obstruct implementation of the Bay Area 2010 Clean Air Plan.

3.3 b) Violate Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation – Less than Significant

Construction

Air emissions would occur during construction from equipment and vehicle exhaust. The BAAQMD CEQA Air Quality Guidelines provide preliminary screening criteria for a lead agency to consider in making a conservative determination of a project's construction-related impacts on criteria air pollutants. The first screening criterion is a land-use based criterion (i.e., residential, commercial, industrial, etc.). Although the project does not fall neatly into a land-use category, the project is relatively small compared to the land-use screening sizes for listed land-use types. For example, a city park less than 67 acres, a light industrial site less than 11 acres, or an office and commercial building of less than 277,000 square feet are considered to have a less than significant impact (for reference, the construction limits of the project includes about 3.4 acres). In addition, construction activities would be of relatively short duration (approximately six months in 2018).

The second BAAQMD screening criterion is that all Basic Construction Measures be included in the project design and implemented during construction. The applicable Basic Construction measures have been included in the project design as noted in the Project Description under Environmental Protection Action 1 – BAAQMD Basic Construction Measures.

The third BAAQMD screening criterion identifies construction activities (e.g., asbestos demolition, multiple construction phases occurring at the same time, extensive site preparation, transport of over 10,000 cubic yards of soil) that would preclude a project from a less-than-significant conclusion, none of which apply to this project.

Because of the small size of the project, the inclusion of applicable Basic Construction Measures in the project design, and consistency with allowed construction activities, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The impact is considered less than significant.

Operation

Project operation would not generate any new air emissions when compared to existing conditions. No impact would occur.

3.3 c) Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard – Less than Significant

Project operation would not generate any new air emissions compared to existing conditions. According to California standards, the Bay Area Air Basin is currently designated as a nonattainment area for 1-hour and 8-hour ozone and particulate matter (PM_{2.5} and PM₁₀) (BAAQMD 2015). Under national standards, the Air Basin is currently designated as nonattainment for 8-hour ozone and PM_{2.5}. The Air Basin is in attainment (or unclassified) for all other air pollutants with de minimis levels. Project construction is short in duration (less than six months) and would cause limited soil disturbance. Because of the limited scope of the project and incorporation of Basic Construction Measures, it is considered below the BAAQMD screening criteria for needing a

quantitative analysis for the construction phase and is assumed to have a less-than-significant impact from emissions of criteria air pollutants. Therefore, the project's contribution to cumulative air quality impacts would not be considerable, and the impact would be less than significant.

3.3 d) Expose Sensitive Receptors to Substantial Pollutant Concentrations – Less than Significant

Operation of the project would not emit any air contaminants. Construction of the project would emit some air contaminants from operation of equipment and vehicles. Sensitive receptors in the project area include residences to the south. The closest residences to the access road and retaining wall, where most of the demolition, excavation and construction activities would take place, are approximately 170 feet or more downhill to the south. However, as noted under III.b and III.c above, the size of the project is limited and construction is short. As these emissions are temporary in nature, and because of the distance and difference in elevation to residences to the south, health risks from project construction are not anticipated. In addition, implementation of Environmental Protection Action 1, described in the Project Description, would keep diesel PM exhaust emissions (and other emissions) to minimum levels. The project would not expose sensitive receptors to substantial pollutant concentrations.

3.3 e) Create Objectionable Odors – No Impact

Facilities that typically are considered to potentially create objectionable odors include such uses as wastewater treatment plants, landfills, asphalt plants, coffee roasters, and food processing. Operation of the project would not emit objectionable odors. Therefore, there would be no impact from odors.

3.4 Biological Resources

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | ✓ | |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | | | | ✓ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | ✓ |
| d) 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? | | | ✓ | |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | ✓ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | | | | ✓ |

The construction zone for the project is identified in Figure 1-2, and the construction-phase ground disturbance is estimated to be approximately 3.4 acres. Excavated soil, estimated at approximately 100 cubic yards, would be used either as backfill for the retaining wall or disposed of offsite. The project site consists of two areas: the access road that traverses an undeveloped hillside; and public roadways (Yerba Buena Road and a small portion of St. Francis Road). The undeveloped hillside has 30-50 percent slopes, cobbly clay loam soils, and consists primarily of ruderal habitat dominated by a mix of weedy forbs and grasses. There are several coast redwood trees (*Sequoia sempervirens*) adjacent to the water tank, just outside of the project's construction zone.

Downslope of the access road are four rock-lined swales constructed at the time the access road was built. North of the project area, about 600 feet upslope, is a coast live oak-bay woodland. South of the project area, about 50 to 250 feet downslope, are landscaped areas in the backyard of single family homes. The permanent footprint of the access road would not change, however, a retaining wall would be constructed upslope of the road intermittently along a total of approximately 800 feet and a small turnaround area would be added within the fenced water tank area. The existing culverts and rock slope protection downslope of the access road would be removed and the downslope area restored and revegetated.

The alignment for the existing access road begins at Yerba Buena Road and proceeds for approximately 200 feet between two single family residences. This portion of the road may require trimming of vegetation to allow construction vehicles to pass.

The public roadways to be affected are paved and have landscaping and trees within the construction zone, as well as a vegetated median on Yerba Buena Road just north of St. Francis Road. The project plans indicate that none of the trees within the construction zone need to be removed, however, reconstruction of curbs and gutters may need to occur within the dripline of existing trees.

The following analysis is based on the *Preliminary Delineation of Waters of the United States, Including Wetlands, for the Road Access Stabilization Repairs for Tank R7* (Santa Rosa 2016) and *Biological Assessment for Road Access Stabilization Repairs for Tank R7* (Santa Rosa 2016). The following resources were utilized in the assessment: aerial photography (USDA NAIP 2014), the California Natural Diversity Database (CDFW 2016), the Consortium of California Herbaria (Jepson 2016), the Environmental Conservation Online System (USFWS 2016), and the National Wetlands Inventory (USFWS 2016) to locate documented occurrences of special-status species and potential wetlands within an approximately 10-mile radius of the site.

3.4 a) Impacts to Special-Status Species – Less than Significant

Based on CEQA Guidelines section 15065(a)(1), a project would have a significant effect if it has the potential to cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of an endangered, rare, or threatened species. In this impact analysis, special-status species are identified as those that are candidates, proposed, or listed as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), plants that are considered sensitive species under the California Native Plant Protection Act, or wildlife that are considered species of special concern by the CDFW.

Special-Status Plants

A total of 38 special-status plant species have been documented within a 10-mile radius of the project area. Of these, 25 species have no potential to occur, because they are associated with habitats or microhabitats not present on the project site, such as chaparral, cismontane woodland, coniferous forest, coastal bluff scrub, unique soils types (volcanic ash, serpentine, alkaline, etc.), and vernal pools (CNPS 2015).

The 13 special-status plant species which may have potential habitat on the site are Clara Hunt's milk-vetch (*Astragalus claranus*), fragrant fritillary (*Fritillaria liliacea*), big-scale balsamroot (*Balsamorhiza macrolepis*), Sonoma sunshine (*Blennosperma bakeri*), Calistoga popcorn flower (*Plagiobothrys strictus*), Sebastopol meadowfoam (*Limnanthes vinculans*), dwarf downingia (*Downingia pusilla*), California alkali grass (*Puccinellia simplex*), Baker's navarretia (*Navarretia*

leucocephala ssp. *bakeri*), narrow-anthered brodiaea (*Brodiaea leptandra*), bent-flowered fiddleneck (*Amsinckia lunaris*), congested-headed hayfield tarplant (*Hemizonia congesta* ssp. *congesta*), and Mt. Diablo cottonweed (*Micropus amphiboles*).

The first three plants, Clara Hunt's milk-vetch, fragrant fritillary, and big-scale balsamroot, are generally associated with serpentine substrates, however, can occur on other substrates on valley and foothill grasslands (CNPS 2015). The nearest approximate occurrence of these species are two, two, and five miles, respectively. There is marginal potential habitat on the site.

Six species are generally associated with vernal pools, however, can occur in wetland swales: Sonoma sunshine, Calistoga popcorn flower, Sebastopol meadowfoam, dwarf downingia, California alkali grass, and Baker's navarretia. There are no vernal pools on the project site, and therefore no suitable habitat exists within the construction zone.

One species, narrow-anthered brodiaea, is associated with volcanic clay substrates but can also occur on other substrates in foothill and valley grasslands. The nearest occurrence of this species is approximately 1.5 miles to the southwest. There is marginal habitat on the project site for this species.

Three species occur primarily within annual grasslands: bent-flowered fiddleneck, Mt. Diablo cottonweed, and congested-headed hayfield tarplant. The first two species are found on openings and grasslands on slopes with shallow soils. The tarplant species is found in grassy sites, including roadside ditches.

Surveys for rare plants were conducted on April 15, May 3, and May 5, 2016 using meandering transects where all species were identified. No special-status plant species were found in the construction zone (Santa Rosa 2016). Therefore, no impacts to rare plants would occur.

Special-status Animal Species

The project site consists primarily of ruderal annual grassland habitat. There are small mammal burrows throughout the site. There are no ponds, rivers, perennial streams, vernal pools, or marshes on the site. Nine special-status animal species have been documented in the CNDDDB (2016) in a 10-mile radius of the study site: western burrowing owl (*Athene cunicularia*), northern spotted owl (*Strix occidentalis caurina*), sharp-shinned hawk (*Accipiter striatus*), white-tailed kite (*Elanus leucurus*), American badger (*Taxidea taxus*), California tiger salamander (*Ambystoma californiense*), western pond turtle (*Actinemys marmorata*), foothill yellow-legged frog (*Rana boylei*), and Clear Lake Russian River roach (*Lavinia symmetricus navarroensis*).

Three of the above species, Clear Lake Russian River roach, foothill yellow-legged frog, and Western pond turtle, require specific habitats that are not present on the project site. Clear Lake Russian River roach, a small fish, is predominantly found in small warm streams, but can also occupy larger colder streams (USFWS 2016). There are no streams on the project site; therefore, this species is not expected to occur on the project site. Likewise, foothill yellow-legged frog is found in rocky stream, rivers, and perennial ponds, which are entirely absent from the project site. Western pond turtle is found in ponds, and will occasionally travel down creeks in search of deeper pools if ponds dry in summer months (Stebbins 2012). Western pond turtle is not expected to occur on the project site, because there is no appropriate habitat. The other six species listed above have suitable habitat on or adjacent to the project site and are discussed in more detail below.

California tiger salamander (CTS) breeds primarily in seasonal waters such as large vernal pools, sag ponds, and man-made stock ponds. There are no ponds, either seasonal or perennial on the site. The nearest documented breeding pond is located over six miles to the southeast. Also, the

project site is located five miles outside the nearest CTS designated critical habitat area. As a result, the site does not provide suitable habitat for CTS.

Four special-status raptor species may be present in the area: western burrowing owl, northern spotted owl, sharp-shinned hawk, and white-tailed kite. Western burrowing owl is a small, ground-dwelling bird species that prefers open, relatively flat grasslands and open scrub habitats. It can also occur in fallow crop fields and ruderal habitats with low or sparse vegetation cover. They require burrows or other protected areas for sheltering and nesting. They typically inhabit burrows dug by other species, most commonly ground squirrels (CDFW 2012), but can also use man-made features such as road culverts and rip-rap piles. The nearest documented burrowing owl occurrence from the project is approximately nine miles to the south. The project site consists of open, ruderal grasslands with gopher burrows that could provide marginal nesting habitat for burrowing owl.

Northern spotted owl generally prefers mature and old-growth forests, including Douglas fir and coast redwoods (Noon 2002). There are several documented occurrences of northern spotted owl less than two miles east of the project site. The nearest documented nest is approximately five miles to the northwest. There are no forests on the project site, however, there is marginal habitat 600 feet upslope and north of the site, where there is a coast live oak-bay woodland that transitions into a closed canopy forest. In addition, there are several coast redwood trees adjacent to Tank R7 just outside the project site that could provide marginal nesting habitat for northern spotted owl. There is potential foraging habitat within the project site.

Sharp-shinned hawk generally inhabits coniferous forests or open deciduous woodlands, with open clearings nearby (Reynolds 1982). There is one documented nest site seven miles northeast of the project site that was recorded in 1993. There is potential nesting habitat in the vicinity of the project site and no nesting habitat within the project site. There is potential foraging habitat within the project site.

White-tailed kite occurs in open groves, river valleys, marshes, and grasslands, and hunts primarily small rodents (Kalinowski 2010). The nearest documented occurrence of white-tailed kite is six miles to the southwest. There is potential nesting habitat in the vicinity of the project site. There is potential foraging habitat within the project site.

These four special-status raptors and other birds subject to the Migratory Bird Treaty Act could be affected by the noise or other disturbance from construction, if their nests are nearby.

Environmental Protection Action 3 – Bird and Bat Surveys (see Project Description) ensures that significant impacts to nesting birds would not occur by conducting nest surveys, establishing appropriate buffers, and preventing construction within those buffers. Therefore, significant impacts to nests of the special-status raptor species or other bird subject to the Migratory Bird Treaty Act would not occur. Permanent impacts to potential foraging habitat for the special-status raptor species would be very small, as the road is not being widened, and therefore impacts to foraging habitat would be less than significant.

American badger prefers open grasslands, shrubs, and deserts. They are efficient diggers and live in underground burrows. The nearest documented occurrence is approximately eight miles to the southwest of the project site. No burrows large enough to support American badger were seen on site, and there is no suitable habitat on the site. (Santa Rosa 2016)

3.4 b, c) Impact to Wetlands, Riparian Habitat, and other Sensitive Natural Communities – No Impact

The wetlands delineation (Santa Rosa 2016) identified one potential wetland, downslope of the access road, but outside the construction zone. The small patch of wet meadow is most likely the result of seepage from bedrock, does not appear to be connected to other water bodies, and is not receiving water from any of the culverts that cross the existing access road. No other wetlands were identified within the construction zone. Therefore, no impacts would occur to wetlands or waters.

No riparian habitat occurs within the construction area. Purple needlegrass (*Stipa pulchra*) was found onsite or nearby, but it was rare throughout the study area, much lower than the 5 percent cover requirement for the grasslands to be considered intact purpose needlegrass grassland (Santa Rosa 2016). Therefore, no impacts to riparian habitat or sensitive natural communities would occur.

3.4 d) Interfere with Movement of Fish or Wildlife Species – Less than Significant

Implementation of the proposed project would not interfere with the movement of any native resident or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. There are no waterways in the project vicinity that would be impacted by the project; therefore, there would be no impact to fish migration.

Numerous species of animals, birds, and reptiles inhabit the project area, and the proposed project would not interfere with the movement of these species. The project would construct an intermittent retaining wall along the access road, but individuals could easily go over or around the retaining wall. A less than significant impact would occur.

3.4 e) Conflict with Local Policies or Ordinances – No Impact

The City of Santa Rosa Tree Ordinance 17-24.030 protects oaks and other native trees as heritage trees. The City of Santa Rosa Tree Ordinance includes seven species of oaks and eight other native tree species (redwood, bay, madrone, buckeye, Douglas fir, red alder, white alder and big leaf maple) of certain trunk diameters in the definition of a Heritage Tree and requires a permit for removal.

The project would not require the removal or trimming of oak trees or other native trees protected by the Santa Rosa Tree Ordinance.

No other biological resources protected by local policies or ordinances are found within or adjacent to the project site; therefore, no impact would occur.

3.4 f) Conflict with Conservation Plan – No Impact

No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan exists for the project area. No impact would occur.

3.5 Cultural, Paleontological, and Tribal Cultural Resources

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | | ✓ | | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | | ✓ | | |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | ✓ | | |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | | ✓ | | |
| e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | | ✓ | | |

3.5 a, b) Historical or Archaeological Resources – Less than Significant with Mitigation

Review of the cultural resources records search indicates that there have been four previous cultural resource studies that covered the project area and that there are no previously recorded cultural resources in the project area (ASC 2016). This project site contains no recorded archaeological resources; however, one prehistoric site is located approximately 500 feet east of the project area. The State Office of Historic Preservation Historic Property Directory (which includes listings of the California Register of Historical Resources, California State Historical

Landmarks, California State Points of Historical Interest, and the National Register of Historic Places) lists no recorded buildings or structures within or adjacent to the proposed project area. In addition to these inventories, the Sonoma State University Anthropological Studies Center (ASC) base maps show no recorded buildings or structures within the proposed project area.

The cultural resources records search did not identify any known historical or archaeological resources on the project site. The project would result in the reconstruction of the access road and the placement of approximately 800 linear feet of retaining wall. Depending on the final design, the retaining wall footing could extend to a maximum depth of 6 feet for the storm drain replacement. Replacement of the storm drain in Yerba Buena Road could extend to a maximum depth of 18 feet. Therefore, the potential exists that undiscovered cultural artifacts on or below the surface could be disturbed by project activities. If previously unidentified archaeological or historical resources are discovered during construction of the project, impacts to such resources could be significant if not treated properly.

The following mitigation measure is included to reduce potential impacts to cultural resources to a less than significant level in the event of the discovery of any unknown cultural resources.

Mitigation Measure CR-1: Identify and Avoid or Minimize Impacts to Unknown Historical and/or Archaeological Resources

If subsurface historical/archaeological materials are encountered during construction activities, the piece of equipment that encounters the materials shall be stopped, and the find inspected by a qualified historian/archaeologist. Project personnel shall not collect historical/archaeological materials. If the historian/archaeologist determines that the find qualifies as a unique historical/archaeological resource for purposes of CEQA (CEQA Guidelines Section 15064.5(c)(3)), all work must be stopped in the immediate vicinity to allow the archaeologist to evaluate any materials and recommend appropriate treatment. Such treatment and resolution shall include either modifying the project to allow the materials to be left in place or undertaking data recovery of the materials in accordance with standard archaeological methods. The preferred treatment of the resource is protection and preservation.

With implementation of Mitigation Measure CR-1, the project would not cause a substantial adverse change in the significance of a historical or archaeological resource, and the impact would be less than significant.

3.5 c) Paleontological or Geological Resources – Less than Significant with Mitigation

Paleontological resources are the remains or traces of prehistoric animals and plants. Paleontological resources, which include fossil remains and geologic sites with fossil-bearing strata are non-renewable and scarce and are a sensitive resource afforded protection under environmental legislation in California. Under California PRC Section 5097.5, unauthorized disturbance or removal of a fossil locality or remains on public land is a misdemeanor. State law also requires reasonable mitigation of adverse environmental impacts that result from development of public land and affect paleontological resources (PRC Section 30244).

The Environmental Impact Report prepared for the City of Santa Rosa 2035 General Plan did not identify paleontological resources or unique geologic features in the City. Implementation of the project is not anticipated to destroy a known unique paleontological resource or site or unique geologic feature. However, the potential impact to paleontological resources is considered

significant, given the potential for unanticipated discoveries to occur during ground-disturbing construction activities.

Mitigation Measure CR-2: Avoid or Document Unknown Paleontological Resources

If a paleontological resource is discovered during construction, all ground disturbing activities within 50 feet of the find shall be temporarily halted but may be diverted to areas beyond 50 feet from the discovery to continue working. An appointed representative of the City shall notify a qualified paleontologist, who will document the discovery as needed, evaluate the potential resource, and assess the nature and significance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the material, if the City determines that the find cannot be avoided. The paleontologist shall make recommendations for any necessary treatment that is consistent with currently accepted scientific practices.

Mitigation Measure CR-2 would reduce potential impacts to paleontological resources by requiring evaluation and salvage of any paleontological resources found during construction. The impact to paleontological resources following mitigation would be less than significant.

3.5 d) Human Remains – Less than Significant with Mitigation

Although no indication of human remains was identified in record searches and previous field visits performed in the project area, the possibility of encountering archaeological resources that contain human remains cannot be discounted. Therefore, the impact related to the potential disturbance of human remains during construction could be significant.

Mitigation Measure CR-3: Procedures for Encountering Human Remains

California Health and Safety Code Section 7050.5 states that it is a misdemeanor to knowingly disturb a human grave. If human graves are encountered, the City and its Contractor shall ensure that work shall halt in the vicinity and the County Coroner shall be notified. At the same time, a qualified archaeologist shall be contacted to evaluate the situation. If human remains are of Native American origin, the Sonoma County Coroner shall notify the Native American Heritage Commission within 24 hours of identification, pursuant to Public Resources Code 5097.98.

The treatment of any human remains and associated or unassociated funerary objects discovered during soil-disturbing activities shall comply with applicable State laws. Such treatment shall include immediate notification of the Sonoma County Coroner and, in the event of the coroner's determination that the human remains are Native American, notification of the Native American Heritage Commission, which would appoint a Most Likely Descendant (MLD) (PRC Section 5097.98). A qualified archaeologist, the City, and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5[d]). The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, and final disposition of the human remains and associated or unassociated funerary objects. The Public Resources Code allows 48 hours to reach agreement on these matters. If the MLD and the other parties could not agree on the reburial method, the City shall follow Section 5097.98(b) of the Public Resources Code, which states that "the landowner or his or her authorized representative shall reinter the human remains and

items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.”

Mitigation Measure CR-3 would reduce potential impacts on any buried human remains and associated or unassociated funerary objects that may be accidentally discovered during project construction. The impact following mitigation would be less than significant.

3.5 e) Tribal Cultural Resources – Less than Significant with Mitigation

The records and literature search found no previously recorded tribal cultural resources within or near the Project site (ASC 2016).

On March 7, 2016, the City notified the Lytton Band of Pomo Indians and the Federated Indians of Graton Rancheria about the project under AB52. No responses were received within the 30-day period in which consultation must be initiated. Therefore, while the chance of discovering unknown tribal cultural resources is expected to be low, if as-of-yet unknown tribal cultural resources are encountered during construction activities, a significant impact could occur.

Mitigation Measure CR-4: Minimize Impacts to Unknown Tribal Cultural Resources

If potential tribal cultural resources are uncovered during construction, the City shall halt work, and workers shall avoid altering the materials and their context. Project personnel shall not collect cultural materials. The City shall notify the Lytton Band of Pomo Indians and the Federated Indians of Graton Rancheria. The City, in coordination with interested tribes, shall determine if the resource qualifies as a tribal cultural resource under CEQA. If it does, then all work must remain stopped in the immediate vicinity to allow evaluation of any materials. The City shall ensure that qualified resources are avoided or protected in place, in accordance with the requests of the interested tribes, to the extent feasible. Work may proceed on other parts of the Project while mitigation for tribal cultural resources is being carried out.

Implementation of Mitigation Measure CR-4 would minimize the Project’s potential construction-related impacts on such resources to less-than-significant levels by requiring the City and its contractors to adhere to appropriate procedures and protocols for minimizing such impacts, in the event that a possible tribal cultural resource is discovered during construction activities associated with the Project. Therefore, this potential impact on tribal cultural resources would be less than significant with mitigation and compliant with CEQA Sections 21074 and 21080.3.2.

3.6 Geology and Soils

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | | | ✓ | |
| ii) Strong seismic ground shaking? | | | ✓ | |
| iii) Seismic related ground failure, including liquefaction? | | | ✓ | |
| iv) Landslides? | | | ✓ | |
| b) Result in substantial soil erosion or the loss of topsoil? | | | ✓ | |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on, or off, site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | ✓ | |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | | | ✓ | |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | ✓ |

3.6 a-i) Fault Rupture – Less than Significant

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This act prohibits the location of structures designed for human occupancy across active faults and regulates construction within fault zones. The project site is not located on a known active or potentially active fault zone, including any Alquist-Priolo Special Studies Zone (Santa Rosa 2009). The nearest Alquist-Priolo earthquake fault zone, the Rodgers Creek Fault, is located approximately three miles to the west of the project site. Therefore, the project would not include structures for human occupancy, or structures within or

across a known active fault zone, and the impact related to fault rupture would be less than significant.

3.6 a-ii) Strong Ground Shaking – Less than Significant

Sonoma County is traversed by seven active or potentially active faults, including the San Andreas Fault, the Tolay Fault, and the Healdsburg/Rodgers Creek Fault. The Hayward section of the Hayward-Rodgers Creek Fault is the closest active fault to the project site, passing approximately 3.5 miles to the southwest of the project site (Kleinfelder 2015). The USGS estimates that there is a 31 percent chance of a magnitude 6.7 or higher earthquake occurring on the Rodgers Creek Fault between 2007 and 2036 (USGS 2009). Areas of strong ground shaking are expected to occur during future earthquakes similar to other areas of the seismically active San Francisco Bay Region. A geotechnical report prepared for the project determined that the Hayward-Rodgers Creek Fault is capable of producing a maximum moment magnitude event of 7.25; as such, moderate to major earthquakes generated on the Hayward-Rodgers Creek fault can be expected to cause strong ground shaking at the project site (Kleinfelder 2015).

As summarized in Section 1.5.2 of the project description, Environmental Protection Action 2 (Geotechnical Design), which is incorporated into the project, requires that the proposed retaining wall and access road be designed and constructed in conformance with the site-specific geotechnical recommendations prepared for the project, and with the latest edition of the California Building Code standards for earthquake resistant construction and engineering standards of practice (Kleinfelder 2015). Therefore, with incorporation of Environmental Protection Action 2 into the project, impacts related to strong ground seismic ground shaking would be less than significant.

3.6 a-iii, a-iv, c, and d) Seismic Related Liquefaction, Landslides, Unstable Soils, and Expansive Soils – Less than Significant

According to the geotechnical report prepared for the project, the project area is locally underlain by undocumented fill, in-situ surface soil and/or colluvium and poorly to non-indurated bedrock. Beneath the pavement section these deposits consist of firm fat clay with sand and silt with sand, and were encountered to depths ranging between 2.8 and 8.5 feet below ground surface (bgs) (Kleinfelder 2015).

Liquefaction

According to the geotechnical report prepared for the project, below a depth of three to eight feet the exploration borings encountered Pliocene or Plio-Pleistocene deposits (more than one to two million years old). These deposits have a very low liquefaction potential and correspondingly low risk of dynamic consolidation due to their previous stress history (i.e., having previously been subjected to numerous large earthquakes) (Kleinfelder 2015). As summarized in Section 1.5.2 of the project description, Environmental Protection Action 2 requires construction activities to follow the site-specific geotechnical recommendations prepared for the project, including construction of a new concrete ditch constructed at the top of the retaining wall and the placement of engineered fill behind the wall. Therefore, with incorporation of Environmental Protection Action 2 into the project, the impact related to liquefaction would be less than significant.

Landslides and Slope Stability

According to the geotechnical report prepared for the project, landslides of all activity levels have been identified during the previous reconnaissance of the project site and encompass various areas of the access road; however, the dormant and ancient features are currently not adversely

affecting the roadway, and the active landslides located upslope of the roadway would be mitigated through construction of the proposed retaining walls (Kleinfelder 2015). Therefore, the impact related to landslides and slope stability would be less than significant.

Expansive Soils

Expansive soils possess a “shrink-swell” characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may occur over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils (Santa Rosa 2009).

The geotechnical report prepared for the project indicates that the near surface, in-situ soil and fluvial deposits encountered locally across portions of the project site consist of fat clay; considered to have high to very high expansion potential (Kleinfelder 2015). When exposed to seasonal variation in moisture content, this clay soil would likely undergo volume changes of several inches, generating heave and resultant distress to lightly-loaded footings, and edge condition cracking of pavement sections (Kleinfelder 2015). Provided the recommendations presented in the geotechnical report (Environmental Protection Action 2) are incorporated into design and construction of the proposed retaining walls, the potential for adverse effects caused by expansive soil at the project site is considered low. Therefore, with incorporation of Environmental Protection Action 2 into the project, the impact related to expansive soils would be less than significant.

Subsidence

Subsidence is the gradual settling or sinking of an area with little or no horizontal motion. The geotechnical report prepared for the project did not identify subsidence as being a potential hazard (Kleinfelder 2015); therefore, the impact would be less than significant.

3.6 b) Result in substantial soil erosion or the loss of topsoil? Less than significant

Construction activities would involve minor grading, earth moving, and excavation over approximately four to six months. The project would require compliance with the City’s National Pollutant Discharge Elimination System (NPDES) permit requirements for construction sites less than one acre in size, which include best management practices to prevent soil erosion. Compliance with the NPDES permit requirements would ensure that potential impacts from soil erosion or loss of topsoil would be less than significant.

3.6 e) Septic Tanks – No Impact

The project does not include use of septic or other alternative wastewater disposal systems. Therefore, no impact would result with regard to the capability of soils to adequately support the use of septic tanks or alternative wastewater disposal systems.

3.7 Greenhouse Gas Emissions

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | ✓ | |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | | ✓ |

a,b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation? - Less than Significant

During construction, greenhouse gas (GHG) emissions generated by the proposed project would be minor, as construction would be temporary (approximately six months in 2018), and the size and nature of construction is not considered to result in significant air quality impacts (for example, the project is well below BAAQMD construction screening criteria; see Section 3.3, Air Quality). Emissions would be associated with mobile-source exhaust from construction worker commute trips, haul truck trips, and construction equipment used on-site. Implementation of Environmental Protection Action 1, which is incorporated into the project, would further reduce GHG emissions generated during construction through implementation of BAAQMD-recommended Basic Construction Measures.

During operation, GHG emissions would be limited to emissions from periodic maintenance vehicles, the same as they are now.

The BAAQMD is the local agency overseeing air quality considerations in Sonoma County. Based on BAAQMD Guidelines, a project is considered to have a less-than-significant impact on greenhouse gas emissions if it complies with an adopted Qualified GHG Reduction Strategy. On June 5, 2012, the City of Santa Rosa adopted a Climate Action Plan, which meets the programmatic threshold for a Qualified GHG Reduction Strategy, as established by the BAAQMD Guidelines. Accordingly, the project is evaluated for consistency with the City’s adopted qualified strategy.

The following Santa Rosa Climate Action Plan implementation measures and action items are applicable to the project:

- 5.3 Limit vehicle idling
- 6.1.3 Increase diversion of construction waste
- 9.2.1 Minimize idling time for construction equipment to 5 minutes or less
- 9.2.2 Maintain construction equipment per manufacturer’s specs

The State of California requires that trucks limit idling time to 5 minutes; therefore, the project would be consistent with policies 5.3 and 9.2.1 through their compliance with the State’s requirement.

The project plans indicate that the asphalt in the existing access road would be ground and either reused on-site or transported to an asphalt recycling facility, in accordance with standard City requirements. In addition, the rock to be removed from the rock slope protection areas downslope

of the access road would either be reused by the City or another entity. Therefore, the project would be consistent with policy 6.1.3.

Finally, the project plans require the contractor to maintain construction equipment per the manufacturer's specifications. The project, therefore, is consistent with the implementation policies in the Santa Rosa Climate Action Plan, and no impact to greenhouse gas emissions would occur due to a conflict with the adopted plan.

The project is also evaluated for consistency with the Air Resources Board (ARB) *First Update to the Climate Change Scoping Plan* which describes the progress made to meet the near-term (2020) objectives of Assembly Bill (AB) 32 (Global Warming Solutions Act) (ARB 2014). Implementation of the project would not impede AB 32 or the framework outlined in the *First Update to the Climate Change Scoping Plan* (the implementing tool for AB 32). Project construction may benefit from implementation of some of the state-level regulations and policies that will be implemented, such as the Phase 2 heavy-duty truck greenhouse gas standards proposed to be implemented within the transportation sector. The project would not impede the State in meeting the AB 32 greenhouse gas reduction goals.

Because of the small number of construction workers needed and the relatively short duration required for construction, and no increase in greenhouse gas emissions during the long-term operation of the project, the project would not conflict with AB 32 or any other applicable plan, policy, or regulation adopted for the purpose of reducing such emissions.

3.8 Hazards and Hazardous Materials

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | ✓ | |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | ✓ | |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | | ✓ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | ✓ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | | | | ✓ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | | | | ✓ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | ✓ |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | | ✓ | | |

3.8 a, b) Hazardous Materials and Accident Conditions – Less than Significant

Construction

Hazardous Materials

Construction activities would include the use of hazardous materials such as fuels, lubricants, paints, and solvents. Routine transport of hazardous materials to and from the project site during construction could result in an incremental increase in the potential for accidents involving the release of hazardous materials. However, numerous laws and regulations ensure the safe transportation, use, storage and disposal of hazardous materials. For example, Caltrans and the California Highway Patrol regulate the transportation of hazardous materials and wastes, including container types and packaging requirements, as well as licensing and training for truck operators, chemical handlers, and hazardous waste haulers. Worker safety regulations cover hazards related to the prevention of exposure to hazardous materials and a release to the environment from hazardous materials use. The California Division of Occupational Safety and Health (Cal-OSHA) also enforces hazard communication program regulations, which contain worker safety training and hazard information requirements, such as procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees. Because contractors would be required to comply with existing and future hazardous materials laws and regulations covering the transport, use and disposal of hazardous materials, the project's construction-related impact would be less than significant.

Naturally Occurring Asbestos

The potential to encounter naturally occurring asbestos during construction was analyzed by reviewing regional geologic mapping. The general geology underlying the project area has been mapped as volcanic rocks, including the Sonoma Volcanics and Putnam Peak Basalt and gravel, sand and mud deposits, includes river and stream terrace deposits, older alluvium, and rocks of the Glen Ellen and Montezuma Formations (CDC 1975). Mapping does not show ultramafic rock areas, such as serpentinite and metaphoric rocks, within the project area (CDC 1975, 2000). Therefore, no human exposure to naturally occurring asbestos is anticipated to occur during construction. No impact would occur.

Contaminated Soil and Groundwater

If contaminated soil or groundwater were known to be present at or near the project site, excavation and other ground-disturbing construction activities could expose workers to contaminants. The Cortese List is a set of databases providing information about the location of known hazardous materials release sites. A search of these databases indicates that there are no hazardous sites within the construction area boundaries of the project site or within 0.25 mile of the project site (SWRCB 2016a, 2016b, 2016c; DTSC 2016). Therefore, risk from contaminated soil or groundwater is low, and impacts related to encountering contaminated soil or groundwater during construction would be less than significant.

Operation

Since the proposed project is the rehabilitation of the access road and addition of a retaining wall, there would be no operational components that would involve the routine transport, use, or disposal of hazardous materials or the potential for release of hazardous materials into the environment. No impact would occur.

3.8 c) Emit Hazardous Emissions within 0.25 Mile of a School – No Impact

The closest schools to the project site are the Rincon Valley Charter School and the Children's Center at the Bethlehem Lutheran Church, both located approximately 0.33 mile from the project site. No schools are located within one-quarter mile of the project site; therefore, no impact would occur.

3.8 d) Included on a List of Hazardous Materials Sites – No Impact

As described under Impact 3.8 .a, b), the Cortese List provides information about the location of known hazardous materials release sites, pursuant to Section 65962.5 of the Government Code. A search of the list indicated that there are no hazardous sites within the project construction area boundaries, or within one-quarter mile of the project site (SWRCB 2016a, 2016b, 2016c; DTSC 2016). No impact would occur.

3.8 e, f) Safety Hazard for People Residing or Working within Two Miles of a Public Airport – No Impact

The project site is not located within two miles of a public or private airport or within an area covered by an adopted airport land use plan. No impact would occur.

3.8 g) Impair or Interfere with an Adopted Emergency Response/Evacuation Plan – No Impact

The City of Santa Rosa Emergency Operations Plan (EOP) identifies the City's emergency planning, organization and response policies and procedures (Santa Rosa 2009). The City's EOP does not designate specific evacuation routes within the City. The primary City of Santa Rosa Emergency Operations Center (EOC) is located at the Utilities Field Office, 35 Stony Point Road, which is located approximately six miles west of the project site. In the event that the Utilities Field Office is not usable as an EOC, alternate facilities are available at the Finley Community Center at 2060 West College Avenue, which is also approximately six miles west of the project site. The project would not directly disrupt these facilities or their access, and would not otherwise impair the ability of the facilities to function as EOCs during an emergency. Therefore, construction activities would not substantially impair implementation of or physically interfere with any adopted emergency response or evacuation plan. No impact would occur.

As described in Section 1.3.10 of the Project Description, only periodic maintenance would be required at the project site. Therefore, the project's contribution to existing traffic conditions would be very minimal, and impacts to emergency vehicle access routes or response times would be negligible. No impact would occur.

3.8 h) Exposure to Wildland Fires – Less than Significant with Mitigation

Construction

According to the Association of Bay Area Governments (ABAG) mapping of Wildland Urban Interface-Fire Threatened Communities, the project site is mapped as fire threatened (ABAG & CAL FIRE 2003). The site is within the City's Wildland Urban Interface zone and Very High Fire Severity zone. Therefore, the impact related to the potential for wildland fires to occur due to construction activities and the use of construction equipment during completion of the access road and retaining wall would be significant.

Mitigation Measure HAZ-1: Reduce Wildland Fire Hazards during Construction

The City or its contractor shall remove and clear away dry, combustible vegetation from the construction site. Grass and other vegetation less than 18 inches in height above the ground shall be maintained where necessary to stabilize the soil and prevent erosion. Vehicles shall not be parked in areas where exhaust systems may contact combustible materials. Fire extinguishers shall be available on the construction site to assist in quickly extinguishing any small fires. The contractor shall have the phone number for the local fire department on site.

Implementation of Mitigation Measure HAZ-1 would require the use of construction techniques that would reduce the likelihood of wildland fires during construction of the access road and retaining wall. Therefore, with implementation of Mitigation Measure HAZ-1, the impact related to wildland fire risk during construction would be less than significant.

Operation

Operation and maintenance of the rehabilitated access road would not substantially increase the risk for wildland fires. The use of the access road for periodic maintenance would not increase exposure of maintenance staff to wildland fires. Operational impacts related to wildland fire risks would be less than significant.

3.9 Hydrology and Water Quality

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | | ✓ | | |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | | | ✓ | |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site? | | | ✓ | |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site? | | | ✓ | |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | | | ✓ | |
| f) Otherwise substantially degrade water quality? | | | ✓ | |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | | | | ✓ |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | | | | ✓ |
| i) 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? | | | | ✓ |
| j) Inundation by seiche, tsunami, or mudflow? | | | ✓ | |

3.9 a) Violate Water Quality Standards or Waste Discharge Requirements – Less than Significant with Mitigation

Water quality standards consist of designated beneficial uses, the water quality objectives to protect those designated uses, implementation of federal and State policies for antidegradation, and general policies for application and implementation (North Coast Regional Water Quality Control Board [North Coast Regional Board] 2011). Applicable water quality standards and objectives for the project area are included in the current 2011 Basin Plan prepared by the North Coast Regional Board, and include a compilation of objectives adopted by the State Water Board, the North Coast Regional Board, and other state and federal agencies (North Coast Regional Board 2011). Water quality standards and objectives are achieved primarily through the establishment of National Pollutant Discharge Elimination System (NPDES) permits and waste discharge requirements. Therefore, to evaluate whether construction or operation of the project would result in a violation of water quality standards or waste discharge requirements, project compliance with potentially applicable NPDES permits or waste discharge requirements is evaluated.

North Coast Regional Water Quality Control Board Order No. R1-2015-0030

North Coast Regional Board Order No. R1-2015-0030 is the City of Santa Rosa's current NPDES municipal storm water permit, which regulates both storm water and non-storm water discharges into the municipal storm drain system. The permit applies to both public and private construction projects, and includes requirements for implementation of a minimum set of best management practices (BMPs) at construction sites, with specific combinations of BMPs required at sites less than 1 acre in size and greater than 1 acre in size.

The project would be required to comply with the City's specified set of BMPs for construction sites, including preserving existing vegetation to the extent practical, sediment controls, silt fencing, sand bag barriers, and stabilized construction site entrances and exits. Storm water BMPs would also be required for materials management, including material delivery and storage, stockpile management, spill prevention and control, and management of solid waste, concrete waste, and sanitary/septic waste. With implementation of these required BMPs, construction activities associated with the project would comply with the City's NPDES storm water permit, and the impact of construction-phase discharges on water quality standards and waste discharge requirements would be less than significant.

The City's Storm Water Low Impact Development (LID) Manual provides technical guidance for project designs that require the implementation of permanent storm water BMPs in accordance with the City's NPDES storm water permit. Such projects include roadway reconstruction projects that create or replace 10,000 square feet or more of impervious surface. However, roadway reconstruction projects undertaken by a public agency within the original footprint and less than 48 feet wide are exempt from the City's LID requirements (Santa Rosa 2011). The existing access road is between 10 and 11 feet wide, and the project would replace impervious surfaces up to the existing pavement line within the existing footprint of the road. Therefore, the project qualifies for this exemption, and would not be subject to the City's LID storm water requirements.

Operation of the project would not result in a new point discharge, and no other applicable waste discharge requirements are anticipated to apply to the project. Therefore, operation of the project would be consistent with Order No. R1-2015-0030, and no impact would occur.

State Water Resources Control Board Order No. 2009-0009, as amended by Order No. 2012-0006

State Water Resources Control Board Order No. 2009-0009, as amended by Order No. 2012-0006, adopted for the purpose of protecting the water quality of storm water runoff, applies to public and private construction projects that include one or more acres of soil disturbance. The construction limits for the project encompass 3.4 acres. In the event that construction of the project disturbs one or more acres of land, compliance with State Water Resources Control Board Order No. 2009-0009, as amended by Order No. 2012-0006, would be required in accordance with the City's NPDES storm water permit. Therefore, the impact of construction-phase discharges on water quality standards and waste discharge requirements would be less than significant.

North Coast Regional Water Quality Control Board Order No. R1-2009-0045

North Coast Regional Board Order No. R1-2009-0045 regulates short-term discharges of clean or relatively pollutant-free wastewaters to surface waters, such as groundwater from construction dewatering. Often, groundwater generated during dewatering activities is relatively clean, but contains elevated levels of sediment and turbidity, which if discharged to the storm drain system or to surface waters, could result in localized impacts to water quality.

Although static groundwater was not encountered in project-related geotechnical borings, cut slope seepage and perched groundwater have been observed at the site following storm events. It is possible that groundwater would not be encountered during trenching and other excavations. However, in the event that groundwater is encountered during construction, temporary groundwater dewatering may be necessary, and if such groundwater were to be discharged to the storm drain system, then compliance with North Coast Regional Board Order No. R1-2009-0045 would be required. Therefore, in the event that construction of the project requires groundwater dewatering, and the groundwater generated during the dewatering is discharged to the local storm drain system, turbid groundwater could affect downstream waters in the project area. The potential impact would be significant.

Mitigation Measure HWQ-1: Manage Construction Dewatering

If construction dewatering is required, the City shall evaluate reasonable options for dewatering management that would avoid discharging to a local surface water or storm drain. The following management options shall be considered:

- Reuse the water on-site for dust control, compaction, or irrigation.
- Retain the water on-site in a grassy or porous area to allow infiltration/evaporation.
- Discharge (by permit) to a sanitary sewer.

If discharging to the sanitary sewer, the City shall comply with a one-time discharge permit or other type of approval requiring, as necessary, measures for characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City's local wastewater discharge requirements.

If discharging to a local surface water or storm drain, the City shall obtain coverage under North Coast Regional Board Order No. R1-2009-0045, Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region. The City shall submit permit registration documents to the North Coast Regional Board, including development of a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific measures to control the discharge, such as

sediment controls to ensure that excessive sediment is not discharged, and flow controls to prevent erosion and flooding downstream of the discharge. The City shall ensure that the Contractor oversees implementation of the Best Management Practices/Pollution Prevention Plan during construction dewatering activities, including visual inspections and ensuring overall compliance.

Implementation of Mitigation Measures HWQ-1 would mitigate potential impacts on water quality standards and waste discharge requirements from potential construction dewatering to a less-than-significant level by avoiding discharges to the storm drain system, or, if such discharges are required, ensuring compliance with applicable waste discharge requirements such that the discharge would not disrupt or pollute waterways.

3.9 b) Substantially Deplete Groundwater Supplies or Interfere with Groundwater Recharge – Less than Significant

Construction of the project could require temporary groundwater dewatering if water accumulates within an excavation area. Temporary groundwater dewatering would involve the pumping of groundwater in a localized area to lower the water level to just below the bottom of the excavation. The deepest excavations anticipated for construction of the project would be for storm drain improvements along Yerba Buena Road, which could require excavating down to approximately 18 feet below the ground surface at some locations. Excavations along the access road could require excavating down to approximately 3 to 4 feet below the ground surface. In the event that groundwater is encountered during construction, temporary groundwater dewatering would be required. Such temporary dewatering would have, at most, a very small effect on localized water levels in the immediate vicinity of the excavation, and no substantial deficit in aquifer volume or lowering of water levels would occur. The impact would be less than significant. Construction activities associated with the project would be temporary in nature, and would have a very small effect on groundwater recharge. The impact would be less than significant.

Operation of the project would not directly utilize groundwater, and would not result in an increase in population or employment that would indirectly increase groundwater demand. Therefore, the project would not create a deficit in aquifer volume or a lowering of water levels. Additionally, the project would not result in a net increase in impervious surfaces, therefore, the project would not have an effect on groundwater recharge. No impact would occur.

3.9 c,d,e,f) Alter Drainage Patterns, Exceed the Capacity of Storm Drains, or Degrade Water Quality – Less than Significant

Construction of the project would not require alteration of a creek or waterway. Construction activities associated with the project could result in sources of polluted runoff. For example, construction requires the disturbance of soil that can result in erosion or sedimentation, as well as the use of chemicals and materials, such as concrete, mortar, asphalt, fuels, and lubricants, which can be inappropriately discharged to storm drains and waterways if not properly managed, thereby degrading water quality. The project would be required to comply with the City's current NPDES municipal storm water permit, which regulates both storm water and non-storm water discharges into the municipal storm drain system. The project would be required to comply with the specified sets of BMPs for construction sites as outlined in the City's current NPDES permit, including preserving existing vegetation to the extent practical, sediment controls, silt fencing, sand bag barriers, stabilized construction site entrances, and other requirements. With implementation these required BMPs, construction activities associated with the project would comply with the City's

NPDES storm water permit, and the impact related to erosion, siltation, or generation of sources of polluted runoff would be less than significant.

The project area is not located within a 100-year floodplain. The project would alter drainage patterns to alleviate flooding of private properties adjacent to the existing access road through redirection of storm water runoff into a new storm drain network. In this regard, the project would have a beneficial effect on localized flooding.

Operation of the project would not result in a point discharge of storm water runoff. In addition, the project would be exempt from the City's LID requirements. Because the project would not result in a new point discharge of runoff, would not result in substantial amounts of new impervious surfaces, and would not result in a land use that typically results in polluted runoff, the potential for operational activities to provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality would be less than significant. Similarly, the potential for the project to increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or exceed the capacity of existing or planned stormwater drainage systems, would be less than significant.

3.9 g,h,i) Place Housing or Structures within a 100-Year Flood Zone or Dam Inundation Area – No Impact

As shown on Figure 12-4 of the Santa Rosa General Plan, the project is not located within a 100-year flood zone or dam inundation area (Santa Rosa 2009). The project does not include the construction of new housing or structures for human occupancy, or the construction or placement of structures within a 100-year flood hazard area. No impact would occur.

3.9 j) Inundation by Seiche, Tsunami, or Mudflow – Less than Significant

The project site is not located near an isolated body of water that may be affected by a seiche, and is not located within a tsunami inundation area based on mapping prepared by the California Emergency Management Agency (Cal EMA 2009). No impact related to a seiche or tsunami would occur.

The project is located in an area of active and dormant landslide deposits. The project includes construction of a retaining wall on the north side of the access road to reduce the probability of localized failures in the excavated slopes above the existing access road. With incorporation of the retaining wall, the impact of potential mudflows on the project would be less than significant.

3.10 Land Use and Planning

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Physically divide an established community? | | | | ✓ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | | | | ✓ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | | | | ✓ |

3.10 a) Physically Divide an Established Community – No Impact

The project includes site drainage improvements, access road rehabilitation, and soil and slope stability repairs along the Tank R7 access road. No aspect of the project would physically divide the community; therefore, no impact would occur.

3.10 b) Conflict with Applicable Land Use Plans, Policies or Regulations – No impact

Applicable land use plans include the City of Santa Rosa 2035 General Plan, and the City’s Zoning Code. Specific policies adopted for the purpose of avoiding environmental effects are evaluated in this document under the corresponding issue areas; for example, policies to protect biological resources are evaluated in Section 3.4, and policies related to transportation are evaluated in Section 3.16.

Development of a retaining wall, site drainage improvements, and rehabilitation of the access road to a public potable water tank is best categorized as a public utility equipment project. The project site is zoned Planned Development (PD) and public utility equipment is permitted in the PD Zoning District. The project does not involve a zoning change or General Plan amendment. The project would not preclude or conflict with Santa Rosa 2035 General Plan land use goals and policies, including but not limited to: prohibiting development on hillsides and ridgelines where structures would interrupt the skyline (Policy OSC-B-1); minimize alteration of the topography, drainage patterns and vegetation of land with slopes of ten percent or more, and prohibit alteration of slopes greater than 25 percent (Policy OSC-B-2). The Tank R7 access road already exists. The project would improve the access road and fix site drainage issues. Therefore, the project would not conflict with any applicable land use plans, policies or regulations of the City adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

3.10 c) Conflict with any Applicable Habitat Conservation Plan – No Impact

There are no adopted habitat conservation plans or natural community conservation plans in or near the project area. Therefore, implementation of the project would have no impact related to applicable habitat conservation plans or natural community conservation plans.

3.11 Mineral Resources

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | | | | ✓ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | | | | ✓ |

3.11 a, b) Loss of Availability of a Known Mineral Resource of State Value, or Locally Important Mineral Resource Delineated in the General Plan – No Impact

There are no mining operations in the immediate project area and no mineral resource designated land in the project vicinity (Sonoma County 2016). The project would not result in the loss of availability of known mineral resources of value to the State, region or locally; therefore, no impact would occur.

3.12 Noise

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | ✓ | | |
| b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? | | | ✓ | |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | ✓ | | |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | ✓ | | |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | ✓ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | | | | ✓ |

3.12 a, c, d) Exposure to Noise in Excess of Established Standards or a Substantial Increase in Ambient Noise Levels – Less than Significant with Mitigation

Construction

The following sensitive receptors were identified in relation to the analysis of potential noise-related impacts. The Saint Francis Acres Subdivision is just south of the project site and includes single family residences. The Rincon Valley Charter School and the Children’s Center at the Bethlehem Lutheran Church are approximately 0.33 mile from the project site. The closest residences to the

project site are the homes on Saint Francis Road, Yerba Buena Road, and Santa Teresa Avenue (see Figure 1-1).

Noise levels in areas surrounding the project site would increase during construction. Construction noise would be temporary and would primarily be associated with the operation of construction vehicles. Construction noise levels would vary on a day-to-day basis and would be sporadic rather than continuous in nature, as different types of construction equipment would be used throughout the construction process.

Typical construction equipment generates maximum (worst-case) noise levels ranging from about 70 to 90 dBA L_{max} at a distance of 50 feet from the source (FHWA 2006). The rate of attenuation (i.e., reduction) is about six dBA for every doubling of distance from a point source (Harris 1991). Although the City of Santa Rosa General Plan and Municipal code do not have regulations regarding construction noise, residential, overnight health care, and school land uses can be sensitive to excessive noise levels. Based on the estimated daytime construction noise levels, sensitive land uses in the vicinity could periodically be exposed to substantial noise levels, and the impact would be significant.

Operation

Maintenance activities along the access road would not increase due to the project, and therefore, no permanent increase in noise would occur. No impact would occur.

Mitigation Measure NOI-1: Noise Reduction Measures during Construction

The City or its contractor shall do the following during construction:

- Limit construction hours to between 7:00 a.m. and 7:00 p.m. on non-holiday weekdays or as allowed by City Municipal Code. Any work outside of these hours by the construction contractors shall require approval from the City Engineer.
- Construction equipment shall be properly muffled and maintained with noise reduction devices to minimize construction-generated noise.
- Prohibit unnecessary idling of internal combustion engines.
- The contractor shall locate stationary noise sources away from residents, and require the use of acoustic shielding with such equipment when feasible and appropriate.
- Notify residents within 500 feet of the construction site of the construction scheduling in writing.
- The construction contractor shall designate a “noise disturbance coordinator” for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise. The coordinator would determine the cause of the noise complaint (i.e., starting too early, bad muffler, no shielding), and would require that reasonable measures warranted to correct the problem would be implemented. Conspicuously post a telephone number for the coordinator at the construction site and include it in the notice sent to neighbors and businesses regarding the construction schedule.

Implementation of Mitigation Measure NOI-1 would require noise reduction measures during construction that would reduce the impact to a less than significant level.

3.12 b) Exposure to Groundborne Vibration or Noise – Less than Significant

Operation of heavy construction equipment, particularly pile driving and other impact devices (e.g., pavement breakers), causes groundborne vibration. Vibration from the operation of this type of equipment can result in effects ranging from annoyance of people to damage of structures.

Vibration amplitudes will decrease with increasing distance as the energy dissipates. The rate of dissipation varies depending upon the soil composition.

At a distance of 25 feet, typical construction activities using non-pile driving construction equipment could cause vibration levels up to 0.25 inches/second peak particle velocity (PPV) (Caltrans 2004). No pile driving would be required for construction of the project, and no structures sensitive to groundborne vibration are located within 25 feet of the construction area. Therefore, impacts related to groundborne vibration or groundborne noise levels would be less than significant.

Operation of the project would not result in substantial sources of groundborne vibration or groundborne noise. No project components would generate vibration; therefore, no operational impact would occur.

3.12 e, f) Exposure of People Residing or Working Near a Private or Public Airport to Excessive Noise Levels – No Impact

The project site is not located within two miles of a public or private airport or within an area covered by an adopted airport land use plan. No impact would occur.

3.13 Population and Housing

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | | ✓ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | ✓ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | | ✓ |

3.13 a) Induce Substantial Population Growth – No Impact

The project includes site drainage improvements and access road rehabilitation along the Tank R7 access road. The project would not create any housing nor necessitate the development of housing. It would not result in the extension of utilities or roads or other infrastructure into outlying areas and would not directly or indirectly lead to the development of new sites that would induce population growth. No impact has been identified.

3.13 b, c) Displace Housing or People – No Impact

Implementation of the project would not displace existing housing units or residents. Therefore, the construction of replacement housing would not be necessary. No impact would occur.

3.14 Public Services

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire Protection? | | | | ✓ |
| Police protection? | | | | ✓ |
| Schools? | | | | ✓ |
| Parks? | | | | ✓ |
| Other public facilities? | | | | ✓ |

3.14 a) Impacts Associated with New or Altered Fire or Police Protection, Schools, Parks, or other public facilities – No Impact

As discussed in Section 3.13(a), Population and Housing, implementation of the project would not induce population growth and, therefore, would not require expanded fire or police protection facilities to maintain acceptable service ratios, response times, or other performance objectives. No impacts would occur.

The project would not result in an increase in the City’s student population, and therefore, no new or expanded schools would be required. No impacts would occur.

The project would not result in the increased use of existing parks and other public facilities as it would not induce population growth. The project would also not require the expansion of recreational facilities to maintain acceptable service ratios in parks, and would not require the expansion of other public facilities, such as the City’s Public Works corporation yard. No impact would occur.

3.15 Recreation

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | | ✓ |
| b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | | | | ✓ |

3.15 a) Increase in the Use of Existing Facilities Resulting in Substantial Physical Deterioration – No Impact

As discussed in Impact 3.13(a) (Population and Housing), the project would not directly or indirectly induce substantial population growth. Therefore, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur.

3.15 b) Development of Recreation Facilities or Expansion of Recreational Facilities that Could Result in Adverse Physical Effects on the Environment – No Impact

The project would not include recreational facilities. As discussed in Impact 3.13(a) (Population and Housing), the project would not directly or indirectly induce substantial population growth. Therefore, the project would not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impact would occur.

3.16 Transportation/Traffic

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | | | ✓ | |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | | | | ✓ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | | | | ✓ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | | ✓ |
| e) Result in inadequate emergency access? | | | ✓ | |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | | | ✓ | |

3.16 a) Conflict with an Applicable Plan, Ordinance, Policy, or Program Establishing Measures of Effectiveness for the Performance of the Circulation System – Less than Significant

Construction

Construction traffic for the project would result in a short-term increase in construction-related vehicle trips on local roadways, including State Highway 12, Saint Francis Road and Yerba Buena Road. As described in the Project Description, construction activities would be of relatively short duration (approximately six months in 2018). Typical daily construction hours would be between 7:00 a.m. and 7:00 p.m. on non-holiday weekdays or as allowed by City Municipal Code. The

number of construction-related vehicles traveling to and from the project area would vary on a daily basis, but it is anticipated that the maximum number of vehicle trips on any one day would be approximately 40 round trips, which includes approximately 15 round trips for employees, 10 round trips for construction equipment and supplies, and 15 round trips for offhaul. No roadway closures are anticipated; however, temporary lane closures could be required on Yerba Buena Road between Inlet No. 9 and 5 for upsizing of the stormwater line (Figure 1-2).

Due to the infrequency of truck traffic and the short duration of construction, project construction would not conflict with plans, policies or programs related to the effectiveness of the City's circulation system. Therefore, the impact would be less than significant.

Operation

No change in the frequency of maintenance visits is anticipated, and therefore no traffic impacts would occur during operation.

3.16 b) Conflict with an Applicable Congestion Management Program – No Impact

The Sonoma County Transportation Authority is designated as the Congestion Management Agency for Sonoma County; however, Sonoma County does not have an adopted Congestion Management Program. Therefore, no conflict with an applicable congestion management program would occur.

3.16 c) Result in a Change in Air Traffic Patterns – No Impact

The Sonoma County Airport is the closest airport to the project site, located approximately three miles to the southeast. The project has no components that would result in a change in air traffic patterns. No impact would occur.

3.16 d) Substantially Increase Hazards due to a Design Feature or Incompatible Use – No Impact

The project would not include components that would affect the City's transportation and circulation system. There would be no hazardous design feature or incompatible use. No impact would occur.

3.16 e) Result in Inadequate Emergency Access – Less than Significant

Construction would last for approximately six months in 2018. No roadways would be closed; however, temporary lane or partial lane closures would be required to accommodate construction activities in Yerba Buena Road and a short portion of St. Francis Road. Because one lane would remain open at all times, the project would not affect emergency response times within the City. Access along project area roadways would be maintained throughout the duration of construction. The impact would be less than significant.

3.16 f) Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities – Less than Significant

The project has no components that would conflict with policies regarding public transit, bicycle or pedestrian facilities. However, temporary closure of one lane in Yerba Buena Road would not affect public transit routes, but may affect pedestrian and bicycle facilities. Project plans indicate that the contractor will be required to prepare a traffic management plan to ensure safety of pedestrian, bicycle, and vehicular traffic during construction. Therefore, the impact would be less than significant.

3.17 Utilities and Service Systems

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | | ✓ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | ✓ |
| c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | ✓ | | |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | | ✓ |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | | ✓ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | | ✓ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | | | | ✓ |

3.17 a, e) Exceed Applicable Wastewater Treatment Requirements or Capacity – No Impact

Implementation of the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB) because the proposed project would not produce any wastewater or lead to an increase in wastewater in the community. No impact has been identified.

3.17 b, d) Require Construction or Expansion of New Water or Wastewater Treatment Facilities or Require New Water Supplies – No Impact

The proposed project would not add new water or wastewater treatment facilities or require construction of new water or wastewater facilities. The purpose of this project is to provide site drainage improvements and access road rehabilitation along the Tank R7 access road. No other aspect of the project would require construction of additional, or expansion of existing, water or wastewater treatment facilities. No impact has been identified.

3.17 c) Require Construction or Expansion of New Stormwater Drainage Facilities – Less than Significant

The project proposes to construct and expand stormwater drainage facilities to reduce the risk of flooding in the St. Francis neighborhood. The proposed project would alleviate existing flooding and stormwater drainage issues by rehabilitating and stabilizing the access road and upsizing the storm drain lines in Yerba Buena Road (see Figure 1-2) to meet the 10-year design storm event. There has been occasional flooding of adjacent residences downslope of the access road and tank due to runoff during storm events, and a hydraulic analysis performed in 2014 (Coastland Engineers 2014) revealed that the existing downstream subdivision storm drain system is undersized for the 10-year design storm event. The proposed project would improve site drainage and slope stability in the project vicinity and provide sufficient storm drain capacity for the 10-year design storm event.

The impacts of constructing the expanded storm drain capacity have been identified and mitigation in this Initial Study/Proposed MND. Please refer to the remainder of the document for the evaluation of individual impacts and mitigation measures incorporated to reduce each impact to less-than-significant levels.

3.17 f, g) Have Sufficient Landfill Capacity and Comply with Statutes and Regulations Related to Solid Waste – No Impact

Construction of the project would include site excavation, grading, and vegetation clearing, including potential tree trimming. Asphalt from the existing access road would be ground and either recycled on site or transported to an asphalt recycling facility. Rock from the rock slope protection areas downslope of the access road would be reused either by the City or other entity. Materials that could not be reused or composted would be disposed of at regional landfills, such as the Redwood Sanitary Landfill in Marin County (anticipated to be in operation until approximately 2039) or the Potrero Hills Landfill in Solano County (anticipated to be in operation until approximately 2030). Due to the limited solid waste disposal needs, and the long-term availability of landfills with capacity to accept such wastes, sufficient capacity is available, and no impact would occur.

The Sonoma County Waste Management Agency implements regional waste diversion programs as required by Assembly Bill AB 939. The Sonoma County Waste Management Agency exceeded its per-employee and per-resident diversion rate targets in 2007-2012, which is the most current data available (CalRecycle 2016). Diverting recyclable and compostable waste during project construction would be consistent with regional waste diversion goals, and therefore, no impact would occur.

Operation of the project would not require routine disposal of solid waste, therefore, no impact related to solid waste would occur.

3.18 Mandatory Findings of Significance

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporation | Less-than-Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | ✓ | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | | | ✓ | |
| c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? | | ✓ | | |

3.18 a, c) Less than Significant with Mitigation

With implementation of mitigation measures, the project as a whole does not have the potential to degrade the quality of the environment, including fish or wildlife species or their habitat, plant or animal communities, important examples of the major periods of California history or prehistory, or adverse effects on human beings.

3.18 b) Less than Significant

Cumulative impacts are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines Section 15355). Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. For this IS/MND, the cumulative project scenario has been evaluated primarily using the “plan” approach, per CEQA Guidelines Section 15130(d), to determine if the project as a whole makes a considerable contribution to a significant cumulative impact. In addition, one cumulative project in the vicinity of the project area has been identified and is discussed at the end of this section.

The “Plan Approach” to cumulative impact analysis

The cumulative analysis incorporates by reference the cumulative analysis included in the City of Santa Rosa 2035 General Plan Update Final Environmental Impact Report, State Clearinghouse

No. 2008092114 (Santa Rosa 2009). The 2035 General Plan Final EIR identified two significant cumulative impacts, one related to air quality, and one related to GHG emissions (Santa Rosa 2009). Each of these cumulative impacts is summarized in more detail below.

The Final EIR for the Santa Rosa General Plan 2035 concluded that the proposed General Plan 2035 would not be consistent with the *2005 Bay Area Ozone Strategy*, thus, this impact was considered cumulatively considerable and significant and unavoidable for the proposed General Plan 2035. No mitigation was included in the FEIR. However, with implementation of Environmental Protection Action 1 – BAAQMD Basic Construction Measures, which requires implementation of BAAQMD recommended Basic Construction measures, the construction-phase impact of the project on air quality would be less than significant, and the operation of the project would not cause an increase in air pollutant emissions. Therefore, the project as a whole would not have a considerable contribution to the significant cumulative impact identified in the General Plan EIR.

The Final EIR for the Santa Rosa General Plan 2035 also concluded that the increase in greenhouse gases by the proposed General Plan 2035 places the project in conflict with the goal of the state to reduce up to 174 million metric tons CO₂e/year, and that this constituted a considerable contribution to a significant cumulative impact. However, the construction-phase impact of the proposed project is very small and consistent with Santa Rosa's Climate Action Plan (which has been verified by the BAAQMD as a qualified Climate Action Plan), and the operation of the project would not cause an increase in greenhouse gas emissions. Therefore, the project as a whole would not have a considerable contribution to the significant cumulative impact identified in the General Plan EIR.

No other significant cumulative impacts were identified in the General Plan Final EIR. Therefore, based on the "plan approach", the project would not have a considerable contribution to a significant cumulative impact.

The "List Approach" to cumulative impact analysis

In addition to the "plan approach" to analysis of cumulative impacts conducted above, a search was undertaken for reasonably foreseeable projects in the vicinity of the project area that may have overlapping or cumulative impacts with the proposed project. One such cumulative project was identified. The City of Santa Rosa is currently proposing to seismically upgrade the R7 water tank at the end of the access road. Project plans for the seismic upgrade are in preparation, and construction is proposed to begin in 2016 and finish in early 2017 prior to the proposed beginning of construction for this Road Access Stabilization Repairs project. The seismic upgrade project would include replacement of the water tank foundation, appurtenances, electrical equipment, coatings, site drainage features, lighting, and fencing. The project is part of an overall City program to upgrade and seismically retrofit all of their water tanks.

For impacts where the proposed project has no impact, the project cannot contribute to a cumulative impact, and therefore no further discussion of such impacts is provided. For impacts where the proposed project has been identified as having significant impacts and mitigation measures are provided, no further cumulative analysis is necessary because mitigation measures would reduce the project's contribution to a less-than-cumulatively-considerable level. Therefore, the following discussion focuses on the less-than-significant impacts of the proposed project.

Aesthetics. The proposed project would have less-than-significant impacts on the visual quality of the area. The seismic upgrade project would not change the size or appearance of the tank, and would not affect the redwood trees that currently provide visual screening of the tank. The impacts

of both projects are small and, taken together, would not create a significant cumulative visual impact.

Air Quality. The size of the construction disturbance area for the water tank seismic upgrade project is small (approximately 1 acre) and involves very little grading or use of heavy equipment. The two projects taken together would still not meet the BAAQMD criteria for a quantitative analysis of air pollutants during construction (for similar sized development projects), and therefore, it is assumed the cumulative air quality impacts would not be significant. No significant air quality impacts would occur during operation because neither of the projects would change the operation of the existing improvements.

Biological Resources. The seismic upgrade project would not change the location of the water tank and so would not change the impact to migration routes or movement corridors, if any were present in the vicinity. Therefore, the seismic upgrade project taken together with the proposed project would not cause a significant cumulative impact on migration routes or movement corridors.

Geology and Soils. Both the proposed project and the seismic upgrade project incorporate the recommendations of geotechnical evaluations into their projects, reducing any geological or soils hazards to a level that would not cause a significant cumulative impact.

Greenhouse Gas Emissions. Similar to the discussion for air quality above, the BAAQMD criteria for a quantitative analysis of GHG emission increases during construction would not be met, and therefore, no significant cumulative air quality impacts are expected to occur. No significant GHG impacts would occur during operation because neither of the projects would change the operation of the existing improvements.

Hazards and Hazardous Materials. Like the proposed project, construction of the water tank seismic upgrade project would include the use and transport of hazardous materials. However, both projects would comply with local and state regulations governing such materials, and therefore, a significant cumulative impact would not occur. The seismic upgrade project is not listed on the Cortese List, and therefore would not be expected to contribute to a significant cumulative impact related to exposure to contaminated soil or groundwater.

Hydrology and Water Quality. The water tank seismic upgrade project would not deplete groundwater supplies and would not interfere with groundwater recharge, as the tank foundation would remain the same size as the existing foundation. In addition, the proposed project has been designed to accommodate the storm runoff from the seismically upgraded tank. The water tank seismic upgrade project has been designed to increase stability and has incorporated recommendations from the geotechnical evaluations into the project; therefore, the project would not cause a risk of mudflows. Therefore, no significant cumulative impact would result from construction of the two projects relative to groundwater, storm drain capacity, or risk of mudflow.

Noise. The seismic upgrade of Tank R7 would be completed prior to starting the proposed project, therefore, no overlap in noise generation from the two projects would occur during construction, and therefore no significant cumulative impact would occur.

Transportation/Traffic. Similar to noise, the seismic upgrade construction project would be complete prior to the beginning of the proposed project. Therefore, construction traffic for the two projects would not overlap and would not cause a significant cumulative impact.

Utilities and Service Systems. The proposed project replaces and expands storm drain capacity, while the seismic upgrade project merely replaces existing storm drain capacity. The proposed

project has been designed to accommodate the storm runoff from the seismically upgraded tank, and no significant cumulative impact on storm drain capacity would occur.

In summary, no significant cumulative impacts have been identified as a result of the two City projects to upgrade and rehabilitate the R7 water tank and its access road.

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5. Report Preparers

5.1 City of Santa Rosa

Tanya Mokvyts, Associate Civil Engineer

5.2 GHD

Matt Kennedy, P.E., Project Manager

Pat Collins, Quality Control

James Alcorn, AICP, Senior Planner

Kristine Gaspar, Senior Environmental Planner

Brian Bacciarini, Senior Environmental Scientist

Joyce Cheung, P.E., Project Engineer

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