U.S. Department of Housing and Urban Development
451 Seventh Street, SW
Washington, DC 20410
www.hud.govespanol.hud.gov

Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Identification:	Permanent Fire Station 5 Rebuild Project, Northwestern portion of 1400 Fountaingrove Parkway Santa Rosa, California 95403
Responsible Entity:	City of Santa Rosa
Preparer:	MIG, Inc. 800 Hearst Avenue Berkeley, California 94710
Month/Year:	December 2021

Project Information

Project Name:	Permanent Fire Station 5 Rebuild Project
Responsible Entity:	City of Santa Rosa, Transportation and Public Works Department 69 Stony Circle Santa Rosa, California 95401
Grant Recipient (if different than Responsible Entity):	
State/Local Identifier:	N/A
Preparer:	MIG, Inc. 800 Hearst Avenue Berkeley, California 94710
Certifying Officer Name and Title:	Clare Hartman, Acting Assistant City Manager and Deputy Director of Planning – Planning and Economic Development
Grant Recipient (if different than Responsible Entity):	
Consultant (if applicable):	MIG, Inc. 800 Hearst Avenue Berkeley, California 94710
Direct Comments to:	Lisa Welsh, Associate Civil Engineer (707) 543-3909, lwelsh@srcity.org

Table of Contents

Project Information 2
Project Location 4
Description of the Proposed Project 5
Statement of Purpose and Need for the Proposal 11
Existing Conditions and Trends [24 CFR 58.40(a)]: 11
Funding Information 15
Estimated Total HUD Funded Amount 15
Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)] 15
Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities 15
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6 15
Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] 36
Land Development 36
Socioeconomic 42
Community Facilities and Services 44
Natural Features 47
Additional Studies Performed 48
Field Inspection (Date and completed by): 48
List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)] 48
List of Permits Obtained 49
Public Outreach [24 CFR 50.23 & 58.43] 49
Cumulative Impact Analysis [24 CFR 58.32] 50
Alternatives [24 CFR 58.40(e); 40 CFR 1508.9] 50
No Action Alternative [24 CFR 58.40(e)] 51
Summary of Findings and Conclusions 51
Mitigation Measures and Conditions [40 CFR 1505.2(c)] 51
Determination 63
References 63

List of Figures

Figure 1: Site Location and Vicinity Map 10
Figure 2: Overall Site Plan 12
Figure 3: Overall Site Plan – West 13
Figure 4: Overall Site Plan – East 14

Figure 5: 3D Model Diagram with Topography.....15
Figure 6: Jurisdictional Waters Map 16

List of Tables

Table 1. Estimated Project Construction Criteria Air Pollutant Emissions.....14
Table 2. Estimated Project Operational Criteria Air Pollutant Emissions.....15
Table 3. Trip Generation Summary.....37

Appendices

A. Preliminary Delineation of Wetlands, Other Waters, and Jurisdictional Habitats
B. Air Quality and Greenhouse Gas Assessment
C. Phase 1 Environmental Site Assessment
D. Soil Sampling Report
E. Biological Resources Assessment
F. EJScreen Report
G. Geologic Impact Analysis
H. Initial Storm Water Low Impact Development Submittal
I. Transportation Initial Study Checklist
J. Preliminary Engineering and Architectural Design Submittal - February 16, 2021
K. Cultural Resources Study and Tribal Consultation (Confidential per AB52, on file for the City)

Project Location

The Permanent Fire Station 5 Rebuild Project is located in the northeastern part of the City of Santa Rosa in Sonoma County, California. Santa Rosa is the county seat and county's largest city. Sonoma County is located north of Marin County and the south of Mendocino County. The 2.11-acre project site is part of a larger 62.46-acre parcel which has a street address of 1400 Fountaingrove Parkway (APN 173-670-022). The 2.11-acre project site is currently undeveloped and does not have a numbered street address. If purchased via a Land Acquisition approved by City Council, the site would have a separate address. The site is in the northwestern portion of the larger 1400 Fountaingrove Parkway parcel and is located immediately southeast of the intersection of Fountaingrove Parkway and Stagecoach Road. See Figure 1 for the project vicinity and location.

Figure 1: Site Location and Vicinity Map

Figure 1. Site Location and Vicinity Map
Santa Rosa Fire Station 5

Description of the Proposed Project

[24 CFR 50.12 & 58.32; 40 CFR 1508.25]: The proposed project is called the Permanent Fire Station 5 Rebuild Project (Project). The project rebuilds a former fire station that was located on Newgate Court, approximately 4,000 feet northeast of the project site which burned in 2017 Tubbs Fires. The project is a replacement of a temporary facility located approximately 4,000 feet southeast from the proposed project site at 3480 Parker Hill Road. The City of Santa Rosa is seeking Department of Housing and Urban Development (HUD) grant funding to reconstruct Fire Station 5 in a new permanent location and is proposing to construct the new permanent Fire Station 5 on approximately two acres of the northwest portion of the 1400 Fountaingrove parcel. The western portion of the site would be developed with a new 10,763 square-foot, two-story, fire station building. At its tallest point, the fire station would be 29 feet tall. On the east side of the site (in the panhandle), a paved parking lot with approximately 20 spaces would be developed.

Circulation and Parking: Fire truck/emergency vehicle ingress and egress would be on the north side of the site onto Stagecoach Road. The project proposes a new cut-through in the existing median to allow vehicles to turn left onto Stagecoach Road. The Santa Rosa Fire Department would control the intersection traffic signal and install new warning lights to alert traffic during

emergency calls and emergency vehicle movement. Returning vehicles would enter the site from Stagecoach Road. The station's east apparatus bay would be back-in only from Stagecoach Road. The truck turning movements are shown on Figure 4, as well as page C4.0 of the site plans (BKF, 2021).

The project would provide four public parking spaces in the southwest corner of the site adjacent to the station, with access from northbound Fountaingrove Parkway. This entrance also would provide access to a service road easement at the southwest of the project site. The parking lot would have an ADA path leading to the sidewalk along Fountaingrove Parkway. The public entry plaza would be located on the corner of Stagecoach Road and Fountaingrove Parkway. Additional public parking with approximately 20 spaces would be located on the eastern portion of the site (panhandle) and would be accessed from Stagecoach Road. Staff parking would be located in the operations yard and would be accessed from Stagecoach Road on a two-way driveway along the eastern edge of the fire station.

Landscape and Open Space: The project site has sensitive habitats onsite, including California bay and oak woodland in the southwest corner and a perennial stream through the center portion of the site. The project proposes no development in the wetland area and would avoid the area as explained in the wetland delineation prepared for the project (see Appendix A). During project construction, sensitive habitat would be fenced, and all construction would be set back from these features by a minimum of 30 feet from the stream centerline.

The project proposes removal of the sensitive California bay and oak woodland habitat, consisting of approximately 14 trees and would provide a replacement of 70 trees based on the City of Santa Rosa Tree Ordinance requirements. Based on tree diameter thresholds listed in the Tree Ordinance, between four to eleven trees proposed to be removed could be defined as heritage trees. The 70 trees would be planted onsite or offsite at other City properties as needed. Removed trees and stumps would be chipped and used at City parks within five miles of the site.

The project includes plans for a new exterior public entry plaza at the corner of Fountaingrove Parkway and Stagecoach Road. The plaza would be ADA compliant and include a mix of hardscape, street furniture, lighting, and landscape plantings. All landscaping would be low-water-use native plants and would also be planted along the road frontages for screening. The architectural renderings are shown in section 6.1, Aesthetics on Figure 6.

Roadway and Lighting: Other proposed improvements to support the new fire station include road median and striping improvements, onsite lighting compliant with City Code 20-30.080 Outdoor lighting, light signalization changes, relocation of an existing service road, utility easements, underground utilities for PG&E and AT&T and relocation of an aboveground PG&E transformer. The existing aboveground PG&E transformer is located the west side of the site along Fountaingrove Parkway. This transformer serves the AT&T Switch Gear Building south of the site, along the existing gravel access road, the underground utilities to relocate are anticipated in this area. Project construction would necessitate moving the transformer to a location yet to be determined by PG&E. See Figures 2 through 4, showing the East and West Site Plan.

Construction: Construction is anticipated to begin in January 2023, and last approximately 12 months in total. The project would hire an average of 12 workers per construction phase, with 17

workers during the peak. The phases and approximate durations of construction are estimated below, with equipment:

- Site Preparation: 1 Scraper, 1 excavator, 1 dump truck (4 Days)
- Excavation and Grading: 1 excavator, 4 dump trucks (running in a loop) (10 Days)
- Perimeter Retaining Wall: 1 excavator, 1 dump struck, 2 concrete trucks (50 Days, included with Foundations/Site Walls below)
- Site Utilities: 1 excavator, 1 trencher (10 Days)
- Foundations/Site Walls: 1 roller, 1 plate compactor, 2 concrete trucks (50 Days, included with Perimeter Retaining Wall)
- Preliminary Paving: 2 concrete trucks (10 Days, included with Final Paving)
- Building Construction: 1 crane, 1 forklift, 2 air compressors, 2 generators (150 days)
- Final Paving: 1 paver, 1 dump truck, 1 roller, 1 sweeper (10 Days, included with Preliminary Paving)

Grading: Grading to modify the existing topography is required to facilitate the movement of fire vehicles, and to provide a level foundation for the station. The site has a service road easement at its southwest corner, which would need to be maintained under the proposed project. The project proposes total grading to be approximately 9,000 cubic yards (CY), with cut of approximately 8,500 CY and fill of 500 CY for the entire site. The hauled soil is proposed to be taken to Redwood Landfill in Novato, approximately 30 miles south of the project site. Approximately 250 CY of tree debris would be hauled offsite from tree and stump removal. Additional ground disturbance of up to 1.9 acres of previously disturbed and developed public right of way adjacent to the site for utility connections, and intersection and frontage improvements is also proposed.

Utilities and Infrastructure: The site is undeveloped and would require connection to all utilities. The project would connect to the City's existing stormwater drain system and would include Low Impact Development (LID) elements onsite as part of project design, as shown on Figure 5. The project would connect to City water and sewer systems, natural gas and electricity through the City's grid. Solid waste recycling and trash removal would be provided through City-contracted haulers. Water, waste treatment, storm drainage, PG&E electricity, natural gas, and telecommunication infrastructure would be trenched and connected onsite.

Fire Station Components: The new permanent fire station for the Santa Rosa Fire Department will meet the latest design standards for fire safety to provide maximum fire resilience. The new Fire Station 5 is proposed to have the following components:

- Three (3) paved drive through apparatus bays to accommodate a minimum of one (1) Type-1 structural fire engine, one (1) Type-3 wildland fire engine, and one (1) utility vehicle/ hazardous materials response unit.

- Six (6) dorm rooms, with the ability to upstaff firefighters during times of emergency.

- A kitchen, dining area, living room, gym facility, and an office space with three (3) workstations.

- A public lobby area with a multipurpose room to host community meetings, training and act as a command post during emergencies in the northern area of Santa Rosa.

- A rooftop solar panel array consisting of approximately 36 panels to provide renewable energy; all excess power produced would be circulated back to the grid. The project architect has estimated that this system would produce an average of 21,612 kW hours per year.

- An approximately 11,400 square-foot visually screened, exterior operations yard which would provide secure vehicle parking, including ten (10) paved staff parking spaces with two electric vehicle charging spaces, and a staging area. The paved operations yard would house an above-ground 200-kilowatt emergency diesel generator, a 500-gallon fuel storage tank for fueling fire apparatus with secondary containment, a 1500-gallon fuel storage tank for the emergency generator, a hose drying rack, trash and recycling, security fence/gates, vehicle washing station, and an exhaust removal system. A fitness room would connect outside for outdoor training activities.

Figure 2: Overall Site Plan

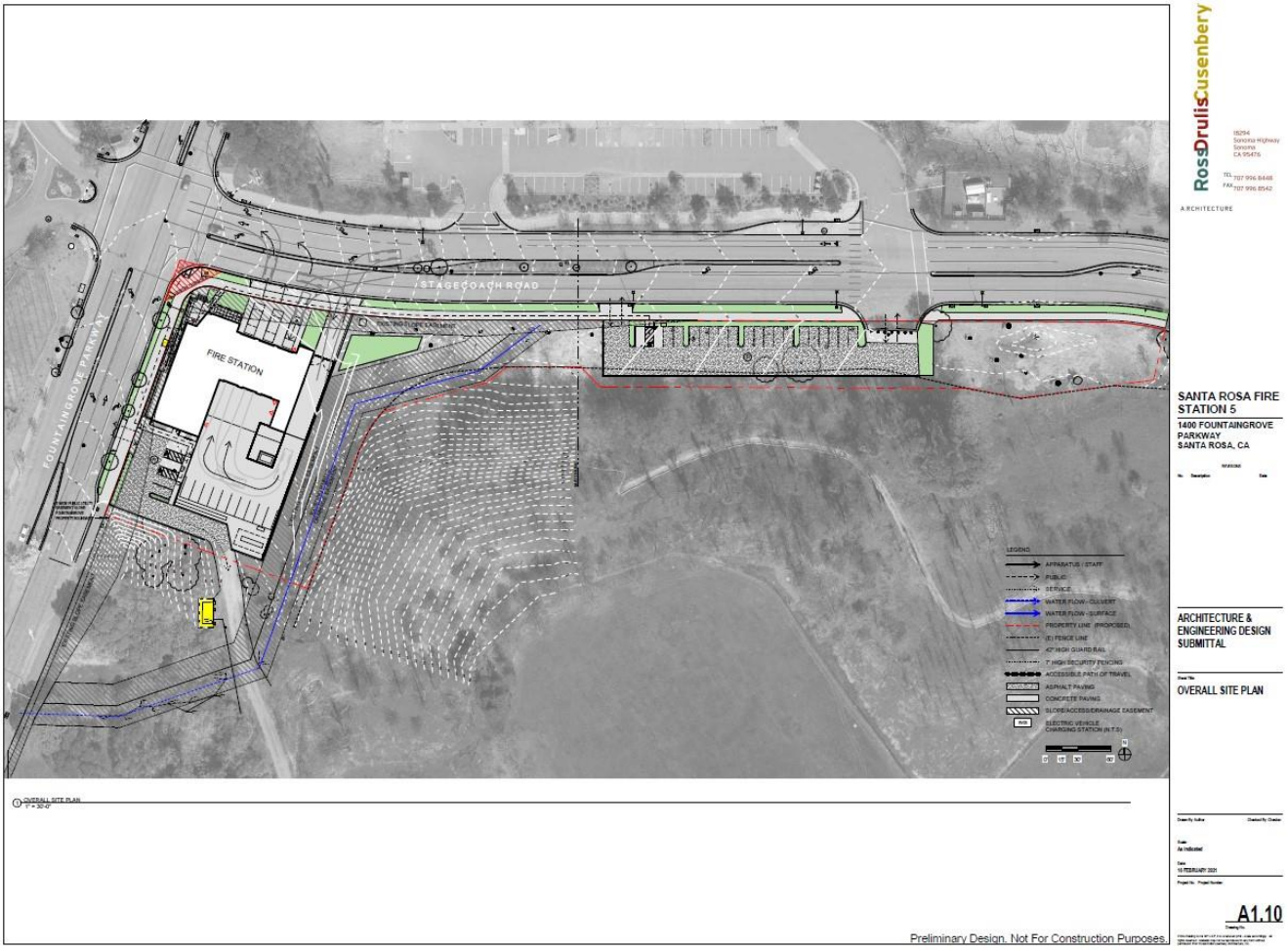


Figure 3: Overall Site Plan – West

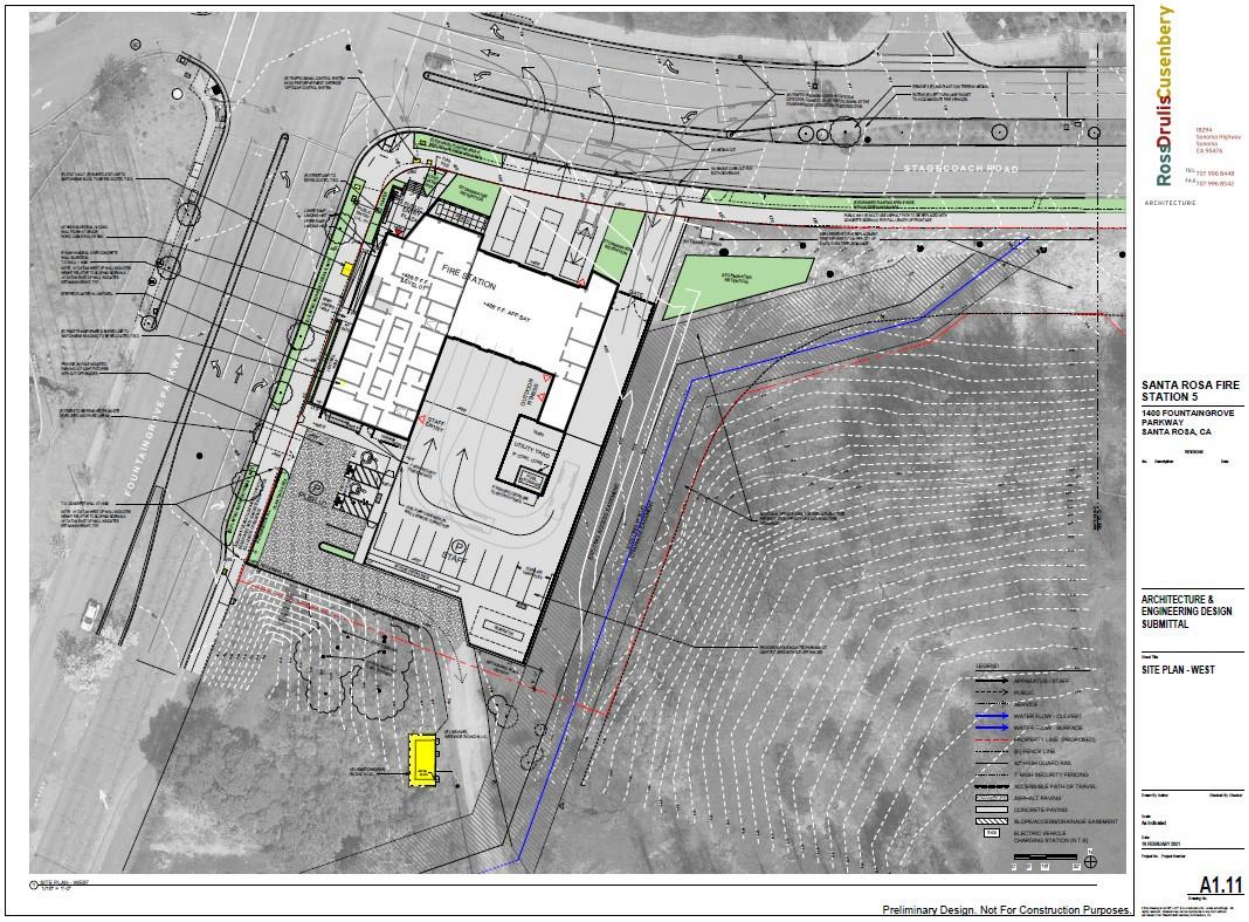
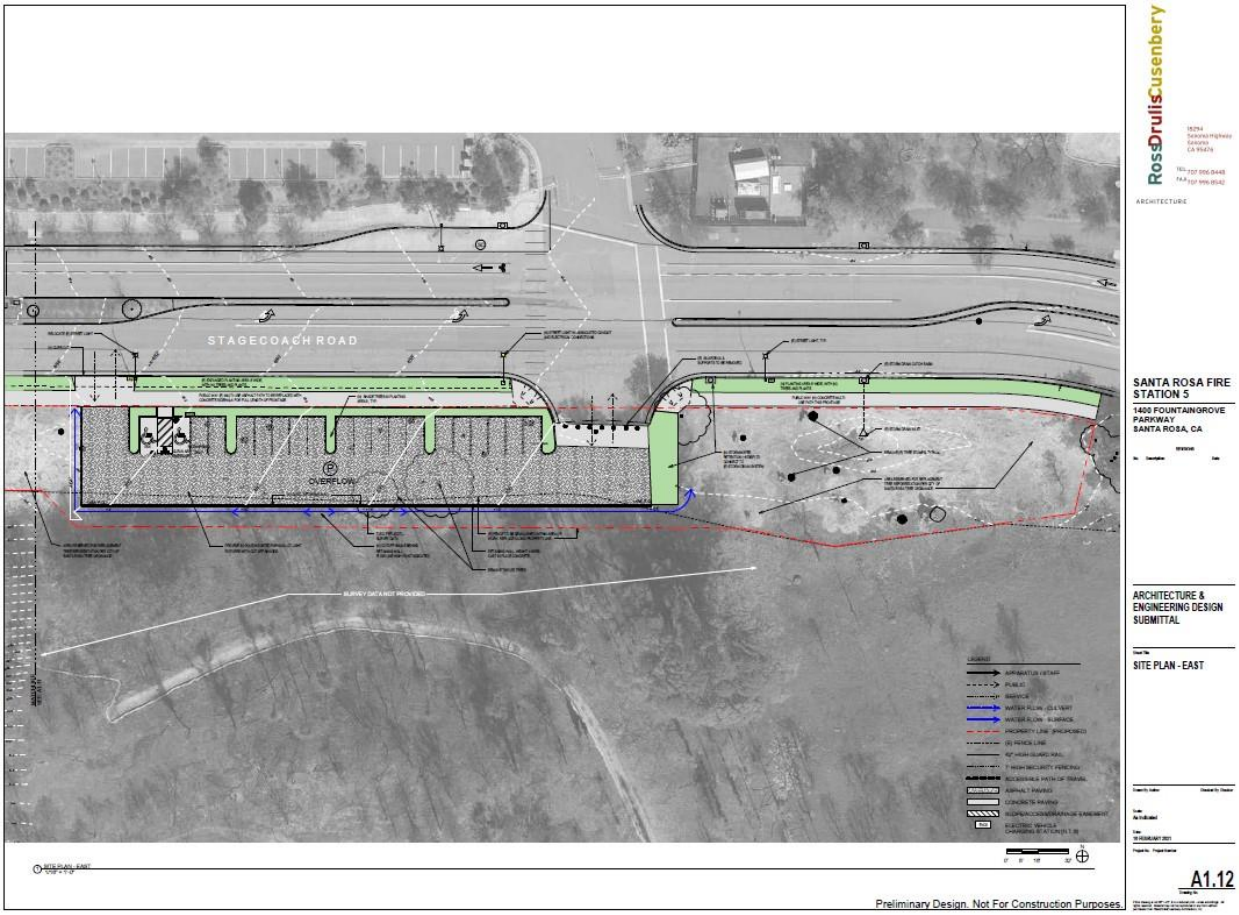


Figure 4: Overall Site Plan – East



Statement of Purpose and Need for the Proposal

[40 CFR 1508.9(b)]: The primary objective of the project is to rebuild a permanent fire station for the Santa Rosa Fire Department, to replace the previous station (in another location) that burned down in the 2017 Tubbs Fire. The fire station would be an essential facility to provide fire protection services to an area that was impacted by severe wildfires.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The project site totals approximately 2.11 acres of a larger 62.46-acre acre parcel. The project site is irregularly shaped, with a rectangular western portion fronting Fountaingrove Parkway, plus a "panhandle" along Stagecoach Road where a public parking lot is proposed. Portions of the site were impacted by the 2017 Tubbs Fire which burned several trees that have since been removed.

The project site slopes downward from the southern border of the site to Stagecoach Road (northern border), ranging from 528 to 454 feet above mean sea level (MSL), as shown on Figure 5. The only relatively level portion of the site is the northwest corner where the new fire station building is proposed. The site slopes down and away from the intersection (southeast) to an unnamed drainage that flows south to north across the northwest corner of the project site before flowing into a culvert under Stagecoach Road and connecting to the West Fork of Paulin Creek

downstream of the site. According to the Preliminary Delineation of Wetlands Report (MIG 2021, included in Appendix A), approximately 0.062 acre of potentially USACE and RWQCB jurisdictional features were identified on the project site. These include approximately 0.025 acre of Sections 401 and 404 waters situated below the ordinary high-water mark in a perennial, unnamed tributary to West Fork of Paulin Creek. Section 401 waters of the state extend farther up to the top of the banks of the perennial stream for an additional 0.025-acre of riparian habitat (mostly unvegetated). Additionally, Section 404 and 401 waters include approximately 0.022 acre of in-channel wetlands and a 0.015-acre potential wetland at a storm drain outlet. CDFW jurisdictional features as defined by bed and bank topography (perennial stream) were identified in the project area and total 0.072 acres, including a perennial stream and in-channel wetlands, as shown on Figure 6. Note that totals may not add up due to rounding.

Existing facilities on the project site include a gravel access road, a pad-mounted Pacific Gas and Electric (PG&E) transformer, and a drainage ditch (with 0.015-acre of wetlands, mentioned above) with outflow near the panhandle portion of the site.

Figure 5: 3D Model Diagram with Topography

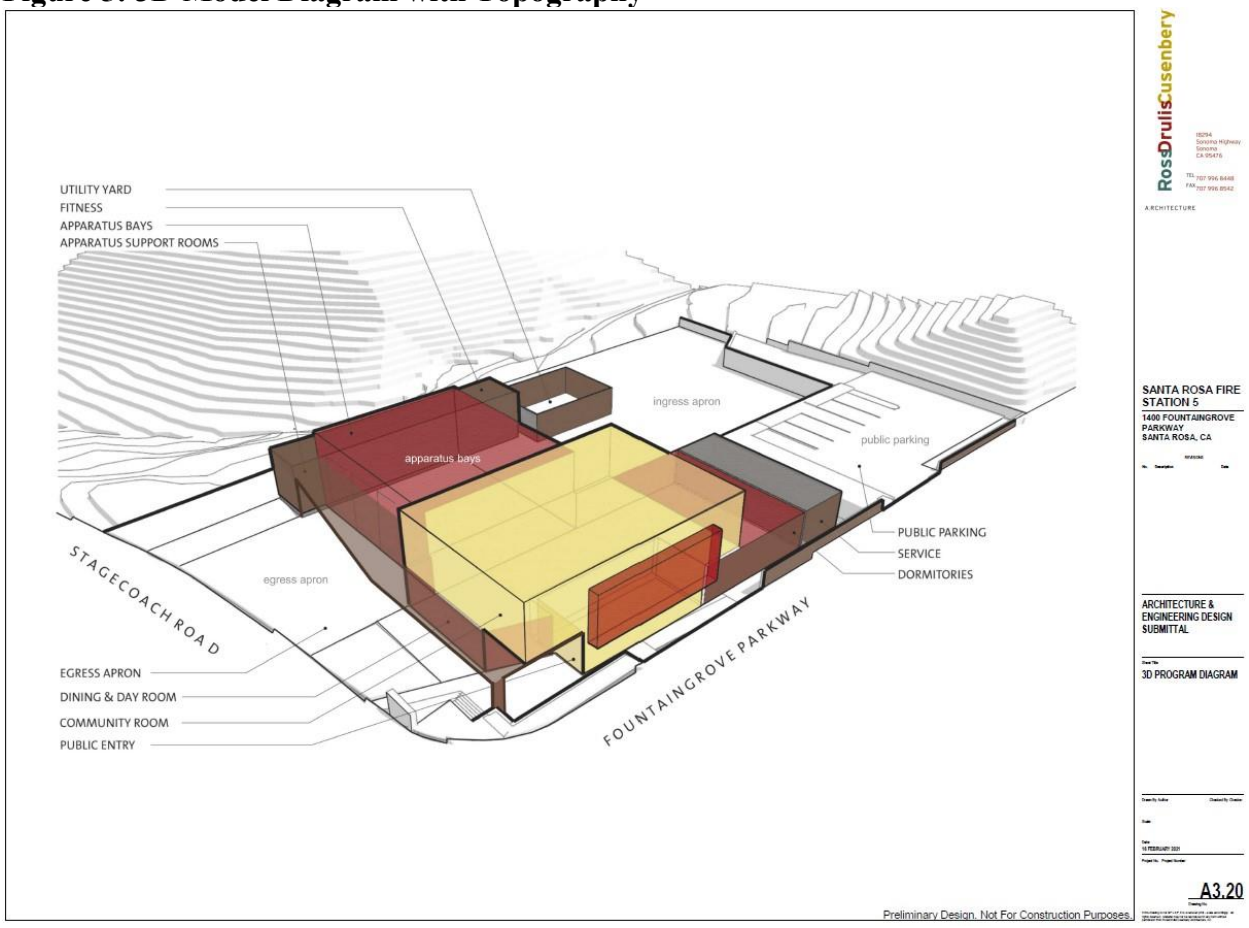


Figure 6: Jurisdictional Waters Map

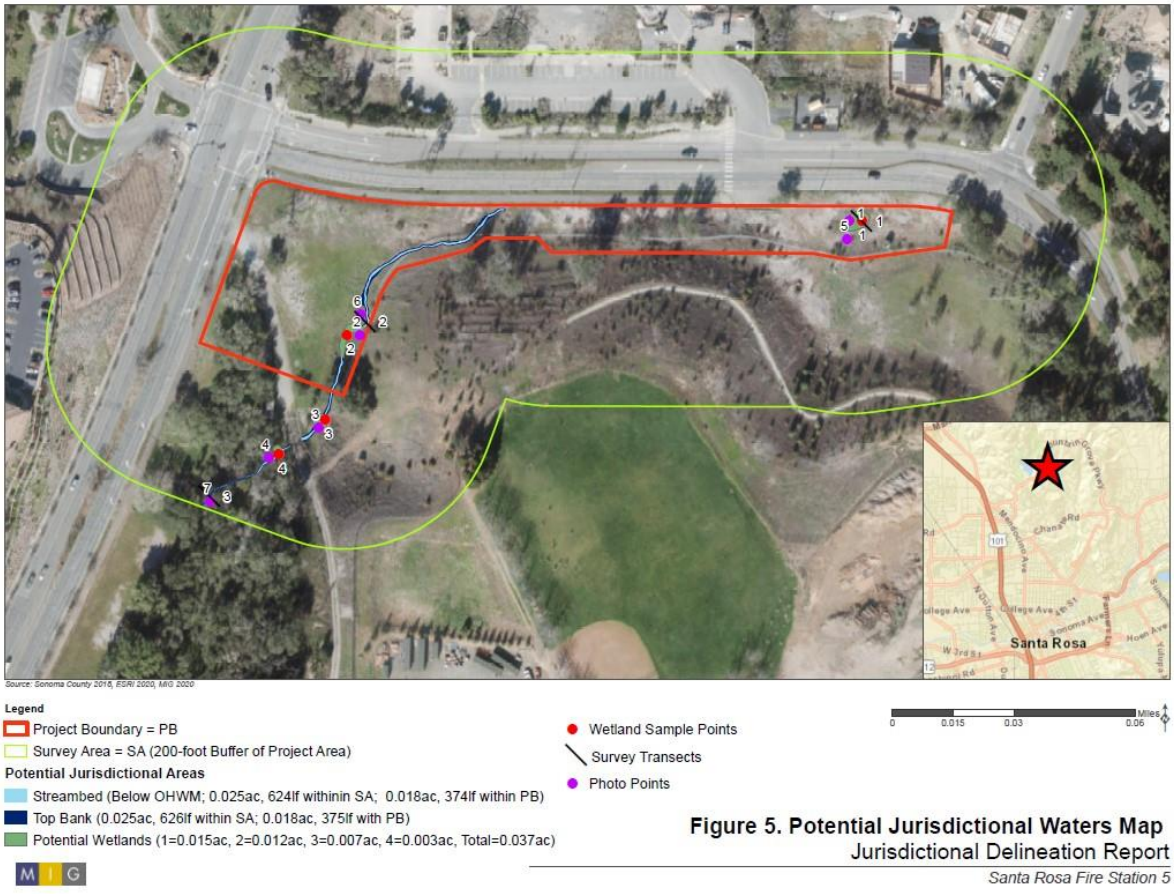
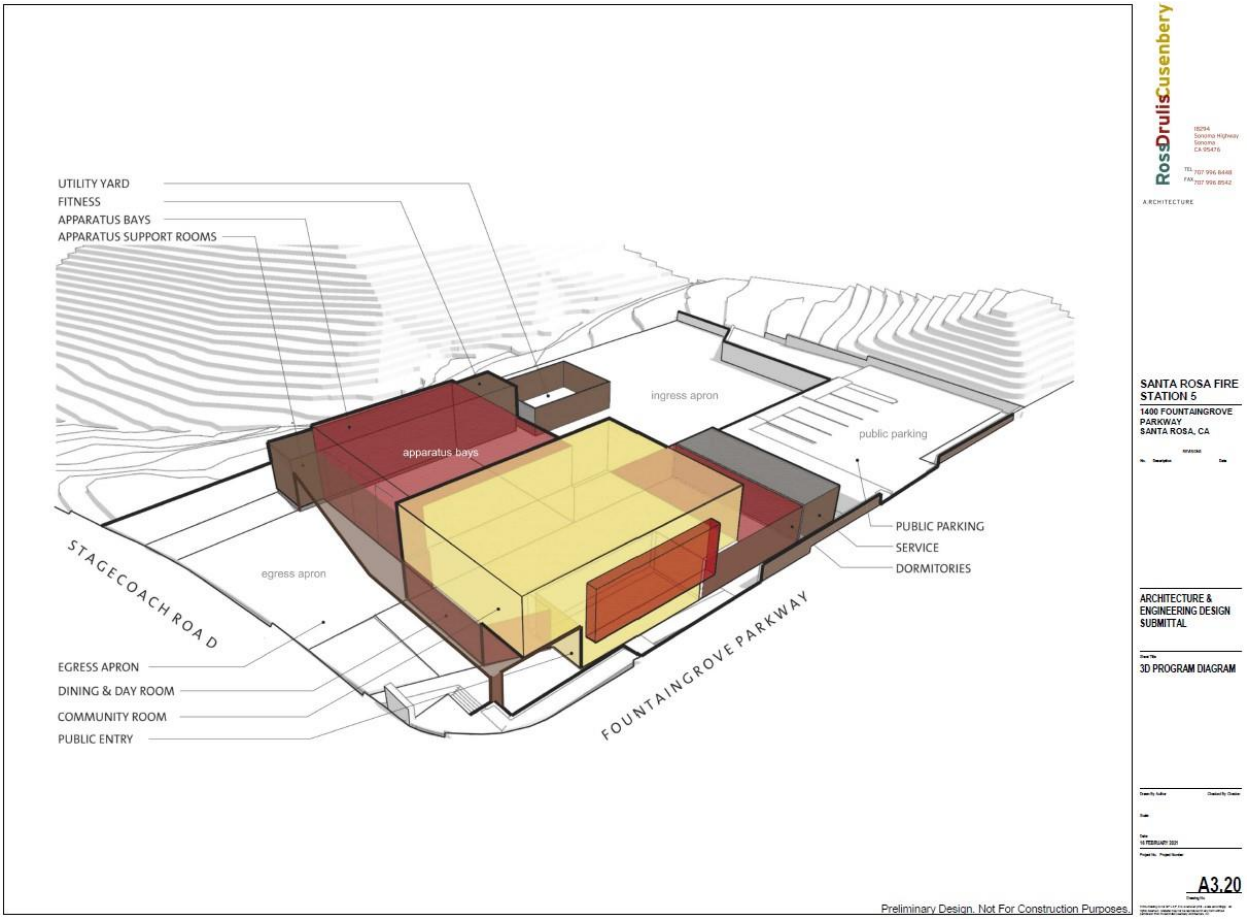


Figure 5. Potential Jurisdictional Waters Map
Jurisdictional Delineation Report
Santa Rosa Fire Station 5


UTILITY YARD
FITNESS
APPARATUS BAYS
APPARATUS SUPPORT ROOMS
ingress apron
public parking
apparatus bays
PUBLIC PARKING
SERVICE
DORMITORIES
STAGECOACH ROAD
egress apron
EGRESS APRON
DINING & DAY ROOM
COMMUNITY ROOM
PUBLIC ENTRY
FOUNTAINGROVE PARKWAY
Preliminary Design, Not For Construction Purposes.
RossDrulisCusenbery
ARCHITECTURE
SANTA ROSA FIRE STATION 5
1400 FOUNTAINGROVE PARKWAY
SANTA ROSA, CA
ARCHITECTURE & ENGINEERING DESIGN SUBMITTAL
3D PROGRAM DIAGRAM
A3.20

Funding Information

Grant Number	HUD Program	Funding Amount
TBD	CDBG -MIT Standalone	$16,175,080

Estimated Total HUD Funded Amount
$16,175,080

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]
$23,076,518

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	There is one major airport within 15 miles of the project site. The Charles M. Schulz Sonoma County Airport is located approximately 5.5 miles west of the project site. The project site does not lie within any airport's clear zone or accident potential zone.[1]
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes ☐ No ☒	The Coastal Barrier Resources Act of the United States (CBRA, Public Law 97-348), enacted October 18, 1982, designated various undeveloped coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). Areas so designated were made ineligible for direct or indirect Federal national security, navigability, and energy exploration. CBRS areas extend along the coasts of the Atlantic Ocean and the Gulf of Mexico, Puerto Rico, the U.S. Virgin Islands, and the Great Lakes, and consist of 857 units. There are no Coastal Barrier Resources in California.[2]

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The project involves acquisition and development of real property. The project site is not located within a FEMA identified Special Flood Hazard Area. The project site is located in Zone X (Area of Minimal Flood Hazard). The project site is not located in a floodplain, floodway, or coastal high hazard zone.[3] No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in Zone X. The subject property flood hazard designation is depicted on FIRM Map Number 06097C0727E, effective December 2, 2008.[4]
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☒ No ☐	General Conformity: The 1990 Amendment to Clean Air Act (CAA) Section 176 requires the federal EPA to promulgate rules to ensure that federal actions conform to the appropriate State Implementation Plan (SIP). These rules, known as the General Conformity Rule (40 C.F.R. Parts 51.850–51.860 and 93.150–93.160), require any federal agency responsible for an action in a federal nonattainment/maintenance area to demonstrate conformity to the applicable SIP, by either determining that the action is exempt from the General Conformity Rule requirements or subject to a formal conformity determination. Actions would be exempt, and thus conform to the SIP, if an applicability analysis shows that the total direct and indirect emissions of nonattainment/maintenance pollutants from project construction and operation activities would be less than specified emission rate thresholds, known as de minimis levels (40 C.F.R. Section 93.153, Applicability). If not determined exempt, an air quality conformity analysis would be required to determine conformity. The General Conformity Rule is applicable only for project criteria pollutants and their precursors for which an area is designated nonattainment or that is covered by a maintenance plan. The proposed action is located within the Bay Area Air Quality Management District (BAAQMD) portion of Sonoma County, which is a designated nonattainment for the federal 2008 and 2015 8-hour ozone standards (classified Marginal nonattainment for both standards) and the 2006 fine particulate matter ($PM_{2.5}$) standard (classified Moderate).[5]

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations

Therefore, the General Conformity Rule is applicable to project emissions of O_3 precursor pollutants (volatile organic compounds, or VOCs, and oxides of nitrogen, or NO_X) and $PM_{2.5}$. The applicable de minimis limit for each of these pollutants is 100 tons annually.

Adverse Impacts Under NEPA: A NEPA impact analysis differs from the General Conformity analysis in that any pollutant emissions recommended to be considered by the local agency are evaluated as well as nonattainment pollutant emissions. As the proposed action is located entirely within the BAAQMD portion of Sonoma County, the appropriate criteria are those issued by the BAAQMD.

The BAAQMD developed the *BAAQMD CEQA Guidelines* for use in assessing air quality impacts in environmental documents.[6] The project's potential emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. (See Appendix B)[7]

Construction Emissions: Construction emissions associated with the project would be below all BAAQMD significance thresholds for criteria air pollutant emissions; however, as indicated in the BAAQMD's *CEQA Guidelines*, fugitive dust emissions are considered potentially significant, regardless of the quantity of PM_{10} or $PM_{2.5}$ emitted unless the BAAQMD's eight recommended fugitive dust BMPs are implemented during construction activities (BAAQMD 2017c, pg. 8-4). Accordingly, Mitigation Measure AIR-1, has been presented to reduce fugitive dust emissions. The BAAQMD *CEQA Air Quality Guidelines* consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions.

Table 1. Estimated Project Construction Criteria Air Pollutant Emissions

Year	Pollutant Emissions (Tons per Year)						
	VOCs	NOx	CO	PM_{10}		$PM_{2.5}$	
				Dust	Exhaust	Dust	Exhaust
Year 1[(A)]	0.3	1.7	1.7	0.1	0.1	0.0	0.1

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations

Year	Pollutant Emissions (Average Pounds per Day)[B]						
	VOCs	NOx	CO	PM_{10}		$PM_{2.5}$	
				Dust	Exhaust	Dust	Exhaust
Year 1 (2023)	2.27	12.9	12.9	0.8	0.8	0.0	0.8
BAAQMD CEQA Threshold	**54**	**54**	**--**	**--**	**82**	**--**	**54**
Potentially Significant Impact?	**No**	**No**	**No[C]**	**Yes[D]**	**No**	**Yes[D]**	**No**

BAAQMD 2017c and MIG 2021. See Appendix B.

(A) Emissions for "Year 1" reflects the emissions for year 2023, since project construction is anticipated to last approximately 12 months and the BAAQMD's CEQA thresholds are based on an average daily emissions performance standard.

(B) Average daily emissions reflect 264 total construction days (22 construction days per month for seven months).

(C) The BAAQMD does not maintain construction-related thresholds of significance for CO; however, the project would be of relatively short duration (i.e., 12 months) and located in a suburban environment, giving pollutants ample time to disperse. The proposed project's construction-related CO emissions would not result in a significant impact.

(D) For all projects, the BAAQMD recommends implementing eight basic construction best management practices (BMPs) to control fugitive dust from construction activities. As described below, Mitigation Measure AIR-1 would be incorporated into the project to address potentially significant fugitive dust emissions during project construction.

Operational Emissions: Annual emissions were predicted using CalEEMod and daily emissions were estimating assuming 365 days of operation. The table below shows average daily emissions of VOCs, NO_X, total PM_{10}, total $PM_{2.5}$, and CO during operation of the project. The operational period emissions would not exceed the BAAQMD significance thresholds or the NEPA *de minimis*

<table>
<tr><th>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</th><th>Are formal compliance steps or mitigation required?</th><th>Compliance determinations</th></tr>
<tr><td></td><td></td><td>thresholds. Although the proposed project would generate emissions from mobile sources (i.e., trips to and from the site), the trips associated with project buildout would replace the trips generated by the former fire station that was located on Newgate Court, approximately 4,000 feet northeast of the project site which burned in 2017 Tubbs Fires and the temporary station located approximately 4,000 feet southeast from the proposed project site at 3480 Parker Hill Road. Only the community room, which is the only part of the new fire station that is not a replacement for the station that was lost, was considered in evaluating VMT.

Table 2. Estimated Project Operational Criteria Air Pollutant Emissions
<table>
<tr><th rowspan="2">Source</th><th colspan="5">Pollutant Emissions (Tons per Year)</th></tr>
<tr><th>VOCs</th><th>NOx</th><th>CO</th><th>PM_{10}</th><th>$PM_{2.5}$</th></tr>
<tr><td>Area Sources</td><td>0.1</td><td><0.0(A)</td><td><0.0(A)</td><td>0.0</td><td>0.0</td></tr>
<tr><td>Mobile</td><td><0.0(A)</td><td><0.0(A)</td><td>0.1</td><td><0.0(A)</td><td><0.0(A)</td></tr>
<tr><td>Stationary</td><td>0.1</td><td>0.2</td><td>0.1</td><td><0.0(A)</td><td><0.0(A)</td></tr>
<tr><td>Total(B)</td><td>0.1</td><td>0.2</td><td>0.2</td><td><0.0(A)</td><td><0.0(A)</td></tr>
<tr><td>BAAQMD CEQA Threshold</td><td>10</td><td>10</td><td>--</td><td>15</td><td>10</td></tr>
<tr><td>Potentially Significant Impact?</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr>
<tr><td colspan="6">BAAQMD 2017c and MIG 2020. See Appendix B.
A. <0.0 does not mean emissions are zero; rather, it means emissions are greater than zero, but less than 0.05.
B. Totals may not equal due to rounding.
C. Average daily emissions are based on a 365-day calendar year.</td></tr>
</table>
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		Therefore, operation of the proposed project would not generate emissions that exceed BAAQMD thresholds nor the NEPA *de minimus* threshold. Sensitive Receptors: Some populations are more susceptible to the effects of air pollution than the population at large; these populations are defined as sensitive air quality receptors. Sensitive receptors include children, the elderly, the sick, and the athletic. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The sensitive air quality receptors adjacent or in close proximity to the perimeter of the project include: • Single-family residential receptors, approximately 350 feet north of the eastern project boundary on Vintage Circle (across Stagecoach Road); • Future, single-family residences under construction that would be located north and northeast of the project site, on Vintage Circle, Parker Hill Road, etc.; and • The retirement community, approximately 240 feet southwest of the project site, across Fountaingrove Parkway Once operational, the fire station would continue to generate emissions from diesel-powered heavy-duty vehicles and the back-up generator A fire engine generates exhaust when entering or exiting the station. Large amounts of this exhaust are captured to protect worker health by diesel particulate filters on the vehicles. Fire engines must comply with California Code of Regulations Title 13 §2025 to reduce emissions of DPM, NOx, and other criteria pollutants from in-use diesel-fueled vehicles. The proposed back-up generator would require a permit to operate from the BAAQMD, which would ensure comply with CARB's Portable Diesel Engine ATCM, ensuring that the generator does not result in unacceptable adverse health risks at sensitive receptor locations Hazardous Air Pollutants and Toxic Air Contaminants: In addition to criteria air pollutants such as NOx (an ozone precursor), CO, PM10, and PM2.5, the U.S. EPA and CARB have classified certain pollutants as hazardous air pollutants (HAPs) and toxic air contaminants (TACs), respectively.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as arsenic and chlorine; CARB considers all U.S. EPA-designated HAPS, as well as diesel particulate matter (DPM) emissions from diesel-fueled engines and other substances, to be TACs. During project construction, the heavy-duty, diesel-powered, off-road construction equipment, as well as diesel-powered vendor and haul tucks, would emit DPM as part of their exhaust emissions; however, these emissions would not result in pollutant concentrations that could generate substantial adverse health risks to adjacent sensitive receptors for several reasons. As shown in Table 2, the proposed project's emissions would be below all BAAQMD construction emissions and NEPA *de minimus thresholds*. Second, project construction emission activities would only occur intermittently, between the hours of 7 AM and 7 PM, Monday through Friday, and between the hours of 10 AM and 6 PM on Saturday, in accordance with the City's noise ordinance and mitigation measure NOISE-1. The intermittent nature of project construction activities would provide time for emitted pollutants to disperse on an hourly and daily basis according to the prevailing wind in the area. Given the mobile nature of construction equipment, and the distance from where emissions would be emitted in relation to sensitive receptors, emissions would not expose the same receptor to pollutant concentrations continuously throughout the day, week, or construction period as a whole. The proposed project would implement mitigation measures to reduce fugitive dust emissions and would require construction equipment be staged as far away from residential receptors as possible, thus reducing the quantity of exhaust emitted in proximity to sensitive receptors. For these reasons, emission sources would be temporary, intermittent, and pollutants would have time and space to disperse before potentially reaching receptor locations. Current BAAQMD Best Management Practices to control dust during construction is required through Mitigation Measure AIR-1. See Appendix B for CalEEMod outputs. <u>Conclusion</u>: Current BAAQMD Best Management Practices to control particulate matter during construction is required

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		as Mitigation Measure AIR-1. Project operation would not generate emissions that exceed BAAQMD thresholds nor the NEPA *de minimus* threshold. Mitigation for project operations is not required. Mitigation Required: AIR-1
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The project site is not located within the Coastal Zone and therefore does not involve the placement, erection or removal of materials, or an increase in the intensity of use in the designated coastal zone per the California Coastal Commission.[8] A Coastal Development Permit is not required.
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☐ No ☒	A *Phase 1 Environmental Site Assessment* (ESA) was completed on January 7, 2021 by Ninyo and Moore to identify current and historical, potential, and actual recognized environmental conditions (RECs) for the site (Appendix C). The Phase I ESA was completed in conformance with ASTM 1527-13, which establishes technical standards for various materials, products and systems. ASTM 1527-13 is the Standard Practice for ESAs: Phase I ESA Process. The Phase 1 did not identify any active or historical RECs.[9] A *Soil Sampling Report* was also completed by Ninyo and Moore (Appendix D), which concluded that all soil samples tested below all Construction Worker Environmental Screening Levels (ESLs) for all contaminants, including volatile organic compounds (VOCs), diesel and motor oil, and polychlorinated biphenyls (PCBs). The proposed project would not create a significant hazard to the environment or the public.[10]
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☒ No ☐	**Regulatory Setting:** Federal Endangered Species Act (FESA): The Federal Endangered Species Act (FESA) of 1973, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under FESA. FESA has the following four major components: (1) provisions for listing species, (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		(NOAA) National Marine Fisheries Service (NOAA Fisheries), (3) prohibitions against "taking" (i.e., harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species, and (4) provisions for permits that allow incidental "take." Recovery plans and the designation of critical habitat for listed species are defined in FESA. Under Section 7 of FESA, any federal agency that is authorizing, funding, or carrying out an action that may jeopardize the continued existence of federally listed threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species must consult with the federal agency that oversees the protection of that species, typically the USFWS and/or NOAA Fisheries, depending on the species that may be affected. Non-federal agencies and private entities can seek authorization for take of federally listed species under Section 10 of FESA, which requires the preparation of a Habitat Conservation Plan (HCP). Clean Water Act: The Clean Water Act (CWA) is the primary federal law regulating water quality. The implementation of the CWA is the responsibility of the United States Environmental Protection Agency (EPA). However, the EPA depends on other agencies, such as the individual states and the United States Army Corps of Engineers (USACE), to assist in implementing the CWA. The objective of the CWA is to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Sections 404 and 401 of the CWA apply to activities that would impact waters of the United States. The USACE enforces Section 404 of the CWA, and the California State Water Resources Control Board (SWRCB) enforces Section 401, as well as state water laws. *Section 404:* As part of its mandate under Section 404 of the CWA, the EPA regulates the discharge of dredged or fill material into "waters of the U.S.", which include territorial seas, tidal waters, and non-tidal waters in addition to wetlands and drainages that support wetland vegetation, exhibit ponding or scouring, show obvious signs of channeling, or have discernible banks and high-water marks. Wetlands are defined as those areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3(b)). The discharge of dredged or fill material into waters of the United States is prohibited under the CWA except when it is in compliance with Section 404 of the CWA. Enforcement authority for Section 404 was given to the USACE, which it accomplishes under its regulatory branch. The EPA has veto authority over the USACE's administration of the Section 404 program and may override a USACE decision with respect to permitting. Projects that minimally affect waters of the United States may meet the conditions of one of the existing Nationwide Permits, provided that certain conditions are satisfied. Substantial impacts to waters of the United States may require an Individual Permit, which, among other requirements, involves an alternatives analysis to demonstrate why impacts cannot be avoided. A Water Quality Certification or waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions (see below). *Section 401:* Any applicant for a federal permit to impact waters of the United States under Section 404 of the CWA, including Nationwide Permits where pre-construction notification is required, must also provide to the USACE a certification or waiver from the State of California. The "401 Certification" is provided by the SWRCB through the local Regional Water Quality Control Board (RWQCB). Special Status Species: The project site is located within an urbanized area that has been previously disturbed by development and human activity. A biological resources study was prepared for the project (Appendix E)[11] and did not identify native and/or non-native habitat on the property that would provide habitat for any unique, rare, or endangered plant or animal species, including those identified in the Official Species List generated by the United States Fish and Wildlife Service (USFWS) through the Information for Planning and Conservation (IPaC) system.[12] A Species List was obtained for the project in December 2020 from the USFWS, which identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service)

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		that may occur within the boundary of the proposed project and/or may be affected by said project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Listed species are: - Western pond turtle (*Actinemys marmorata* [also *Emys marmorata*]); - Cooper's hawk (*Accipiter cooperii)*; - White-tailed kite (*Elanus leucurus*); - Sharp-shinned Hawk (*Accipiter striatus*). The project site was determined to have no to low potential to support any of the 89 special-status plant species that were evaluated for their potential presence. No endangered or otherwise sensitive species were identified on the project site during a field survey performed on November 11, 2020. <u>Critical Habitat:</u> The project site is located outside all areas identified as Critical Habitat[13] and the Santa Rosa Plain.[14] However, potentially Federal Jurisdictional Waters (0.05 acres) occur onsite. The potentially jurisdictional perennial drainage on the project site is unnamed and is not shown on the National Wetland Inventory.[15] The unnamed drainage flows from south to north across the northwest corner of the project site before flowing into a culvert under Stagecoach Road and connecting to the West Fork of Paulin Creek downstream of the site. The unnamed drainage is approximately two feet wide and one to two feet deep. It appears to be perennial, based on a flowing condition observed in November and December 2020, after months with little rain and no recent rainstorms. A wetland delineation (Appendix A) found that there are three wetlands associated with the potentially jurisdictional perennial drainage, located adjacent to where the drainage flows under the existing chain link fence to the southern side of the fence, and adjacent to the culvert on each side of the existing access road. Wetlands were identified in a preliminary delineation of jurisdictional features[16] based on hydrophytic vegetation, hydric soils, and hydrology. The dominant plant species associated with the wetlands is tall flatsedge (*Cyperus eragrostis*). The potentially jurisdictional areas, including the mapped, isolated culvert area on the east portion of the site, total 0.05 acre. The project does not propose direct removal, filling, or hydrological interruption

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		of federally protected wetlands or other sensitive hydrological features. In addition, during project construction, sensitive habitat would be fenced, and all construction would be set back from these features by a minimum of 30 feet from the stream centerline. The project proposes to comply with the City's Tree Removal Ordinance by planting the replacement of 70 trees for the removal of approximately 14 trees removed due to construction or by funding the tree replacement program. In addition, approximately 40 existing tree stumps would be removed from the site. Onsite planting would be provided along the street frontages per City standards, would be low-water use native species, and would provide bio-filtration for the project. Plantings would also create a defensible space and firebreak around the facility. The project would comply with all local policies and regulations outlined in the Regulatory Setting. Based on tree diameter thresholds listed in the Tree Ordinance, between four to eleven trees proposed to be removed could be defined as heritage trees. Proposed mitigation measures include Mitigation Measure BIO-1, which requires construction personnel to attend a training about biological resources that may be found onsite. BIO-2, which protects nesting birds during construction. Mitigation Measure BIO-3 includes general avoidance measures and requirement of a SWPPP for construction, and BIO-4 includes biological resource protections through site sanitation and stop work orders if species are discovered onsite. Conclusion: The project site was determined to have no to low potential to support any special-status species There is no effect to listed species because of the project. The project would not impact potentially Federal Jurisdictional Waters (0.05 acres) which occur onsite. Mitigations BIO-1 through BIO-4 is required for the protection of biological resources during construction. Mitigation Required: BIO-1, BIO-2, BIO-3, BIO-4
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	According to the Phase I ESA prepared by Ninyo and Moore, there are no aboveground storage tanks (ASTs) currently located on the site. Two ASTs were identified within a 0.25-mile radius of the project site. No other types of explosive or flammable hazards were noted to be on the project site during

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		the site visit and research conducted by Ninyo and Moore in the preparation of the Phase I ESA.[17] The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List), and there are no known hazardous material locations within project boundaries, based on review of the following databases on February 24, 2021: State Water Resources Control Board Geotracker database, California Department of Toxic Substances Control EnviroStor database, and California Integrated Waste Management Board Solid Waste Information System (SWIS). According to the project-specific ESA report, the project site is within one mile of three leaking underground storage tank (LUST) sites and one Cleanup Program Site (CPS) in GeoTracker. Ninyo and Moore (the ESA preparers) concluded that none of the listed facilities are considered to be a REC based on several factors, including distance from the site, location relative to the regional groundwater flow direction, database listing type, and/or affected soil. The project proposes storage of engine fuel in onsite, above-ground tanks located in the enclosed utilities yard. These tanks would have a secondary containment area around the base, and the dispensing systems would comply with all applicable emission control regulations. The dispenser would be built into the wall via a remote connection that would dispense fuel in the parking area before the fire trucks would enter the bays from the interior staff parking lot area. The paved operations yard would house an above-ground 200-kilowatt emergency diesel generator, a 500-gallon fuel storage tank for fueling fire apparatus with secondary containment, a 1500-gallon fuel storage tank for the emergency generator, a hose drying rack, trash and recycling, security fence/gates, vehicle washing station, and an exhaust removal system. The City would also need to obtain Sonoma County permit approval prior to installation, may be required to file a Hazardous Materials Business Plan (HMBP), and may be required to implement a Spill Prevention, Control, and Countermeasure (SPCC) plan according to the Aboveground Petroleum Storage Act (APSA) of 1990.[18]

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		The site is safe for development. There is no mitigation required.
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	The project site is located on a vacant lot in a suburban area. The map of Important Farmland in California (2016) prepared by the Department of Conservation classifies the project site as "Other Land" which is described as "Land not included in any other mapping category."[19]
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	The project site is located in Zone X (Area of Minimal Flood Hazard). The project is not located in a floodplain, floodway, or coastal high hazard zone.[20]
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☒ No ☐	The potential for historic properties and cultural resources was evaluated in consultation with the State Historic Preservation Officer (SHPO), the City of Santa Rosa, and the community at large under requirements set out by Section 106 of the National Historic Preservation Act (NHPA). Background information was provided in a Cultural Resources Study report for the project which was completed by Tom Origer & Associates.[21] There are two Area of Potential Effects (APE, including the archaeological APE, which consists of approximately two acres of generally level to slightly sloping land, and the architectural APE, which includes seven parcels that abut the archaeological APE. Architectural APE: According to assessor parcel data, "build" years for properties within the architectural APE range from 1983 to 2019. Several parcels were undeveloped and vacant. There are no structures within the archaeological APE, and according to historic maps, has not been developed at any point in mapping history. The buildings and structures within the architectural APE are less than 50 years old. The architectural APE was subjected to a windshield survey by Tom Origer & Associates, examining all abutting parcels to the APE. The survey showed that the buildings are modern in style and have no distinct characteristics. Buildings within the architectural APE are therefore ineligible for the National Register of Historic Places (NRHP) due to their age, and because there is no evidence to suggest that there should be

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		an exception for a building within the architectural APE that would become significant over time. No building or structure would be materially altered, damaged, or destroyed as a result of the proposed project, and there is no property listed or eligible for the National Register within the architectural APE that could be indirectly affected by the proposed project. Cultural Resource APE: The cultural resource study that was completed by Tom Origer & Associates included a California Historical Resources Information System (CHRIS) archaeological records search through the Northwest Information Center (NWIC) (completed December 2020), and a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) (completed November 2020). The CHRIS search showed that there are no recorded archaeological resources within the APE. Two resources are within a quarter mile of the APE, one of which is a Native American site in the near vicinity but does not extend into the APE. Earth moving activities would be limited to the project site and would not affect this resource. The SLF search from the NAHC was returned with negative results, as the sacred lands file review did not suggest the presence of sacred sites within the APE. Eight tribes, and 10 tribal representatives were identified by the NAHC, who were all additionally contacted by Tom Origer & Associates. A summary is included here: The *Lytton Rancheria* responded on December 8, 2020. On March 5, 2021, a copy of the February 12, 2021, Cultural Resources Report was mailed to Lytton Rancheria. The Lytton Rancheria responded on April 2, 2021.[22] The *Federated Indians of Graton Rancheria* responded on December 2, 2020, with a formal request for tribal consultation for the mitigation of potential project impacts to tribal cultural resources.[23] On March 5, 2021, a copy of the February 12, 2021, Cultural Resources Report was mailed to the Federated Indians of Graton Rancheria. The City met with the Tribe by video conference on July 20, 2021. A site visit was conducted for the 2nd consultation meeting on August 24, 2021. Following the site visit the City met with the Tribe by video conference on August 30,

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		2021, and September 16, 2021. The City included final comments/mitigation measures from the tribe September 30, 2021. On October 14, 2021, the tribe responded to the City in acceptance of revisions to the NEPA Environmental Assessment and CEQA IS MND concluding the tribal consultation prior to construction. A final letter formally closing the tribal consultation was sent via email on October 26, 2021.[24] The *Kashia Band of Pomo Indians* responded on June 14, 2021.[25] The field survey, conducted by Tom Origer & Associates, consisted of surface examination by walking the APE in 10-meter transects. Ground visibility was poor, with vegetation and landscaping bark being the primary hindrances; however, a hoe was used frequently to expose the ground surface. The survey did not observe any archaeological resources within the archaeological APE. Public outreach and consultation consisted of letters sent by the City requesting local knowledge regarding the potential for yet unknown historic properties or resources near the project to each of the residents within 600ft. of the Archaeological APE, which included all residents of the architectural APE. The letters were sent on June 15, 2021 in both English and Spanish. No responses from the public outreach were received by the City.[26] According to the HUD Tribal Directory Assessment Tool (TDAT), there are 10 federally-recognized tribes with interest in Sonoma County. Tribal outreach letters were sent on June 16, 2021, to all 17 tribal representatives of the 10 tribes. One tribe, the Federated Indians of Graton Rancheria replied on June 22, 2021 requesting consultation with the City, pursuant to Section 106 of the NHPA and 36 CFR Part 800. Based on the preceding information and analysis, the City of Santa Rosa has made a finding of "No Historic Properties Affected" because no National Register eligible, locally registered historic properties, known cultural, or archeological resources would be affected by the proposed undertaking, pursuant to 36 CFR 800.4(d)(1). Mitigation Measure CUL-3 has been incorporated should post-review buried cultural resources be discovered during construction.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		Post-review discoveries are required to comply with 36 CFR 800.13 (Discoveries without prior planning). Conclusion: A SHPO letter of concurrence was issued on November 22, 2021.[27] Per the concurrence letter, SHPO wrote: "The City finds that the Undertaking result in adverse effects to historic properties defined under Section 106." While the standard finding, pursuant to 36 CFR Part 800.4(d)(1), for undertakings that do not involve known historic properties is *No historic properties affected,* the CA SHPO does not object to the City's *Finding of no adverse effects*, pursuant to 36 CFR Part 800.5(b)&(c)." The City conducted tribal consultation with the Federated Indians of Graton Rancheria. The SHPO concurrence letter states: "The City and consultants' efforts did not identify any historic properties in the APE. Based on the result of consultation with the Federated Indians of Graton Rancheria, the City has adopted mitigation measures recommended by the tribe. Our office believes that the City made reasonable and good faith identification efforts." Proposed mitigation measures include Mitigation Measure CUL-1, which ensures cultural resources training is conducted for all construction personnel, CUL-2 to prepare a cultural resource treatment plan prior to ground disturbance, CUL-3 which includes stop of work orders, if resources are discovered, TCR-1 for weekly communication with Federated Indians of Graton Rancheria and TCR-2 which requires spot monitoring by an archaeologist approved by Federated Indians of Graton Rancheria . Mitigation Required: CUL-1, CUL-2, CUL-3, TCR-1 and TCR-2.
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☐ No ☒	Regulatory Setting: The U.S. Department of Housing and Urban Development (HUD) environmental noise regulations are set forth in 24CFR Part 51B (Code of Federal Regulations). The Department of Housing and Urban Development finds that noise is a major source of environmental pollution and the purposes of Subpart B is, in part, to "generally prohibit HUD support for new construction of noise sensitive uses on sites having unacceptable noise exposure; [and] provide policy on the use of structural and other noise attenuation measures where needed."

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		The exterior noise standards for new housing construction would not be applicable to this project, because the proposed project does not include residential units. The firefighters who would be working onsite are not considered to be sensitive receptors. Existing Noise and Vibration Environment: The General Plan Noise and Safety Element identifies transportation as the predominant source of noise in the city. Given the site's distance from the major highways that pass through the city, Highway 101 and Highway 12, it is anticipated that traffic on local roadways is the primary source of noise near the Project site. Emergency medical helicopters and vehicles are also specifically mentioned as a major noise source in the City's General Plan, and likely contribute to temporary noise increases when operating close to the Project site. Figure 12-2 of the City's General Plan indicates that the Project site is in a relatively quiet portion of the city, with a 24-hour noise level of less than 60 dBA CNEL. The Project's land use is considered to be "Normally Acceptable (less than 65 DNL).[28] The 60 CNEL ambient noise environment is normally acceptable for fire station land uses and, as described below, the proposed project would not substantially increase noise levels or cause a change in noise and land use compatibility near the project site. Sensitive Receptors: Noise sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, hospitals, schools, and parks are examples of noise sensitive receptors that could be sensitive to changes in existing environmental noise levels. The noise sensitive receptors adjacent or in close proximity (within 1,000 feet) of the perimeter of the proposed project include: • Single-family residential receptors, approximately 350 feet north of the eastern project boundary on Vintage Circle (across Stagecoach Road); • Future, single-family residences under construction that would be located north and northeast of the project site, on Vintage Circle, Parker Hill Road, etc.; and • The retirement community, approximately 240 feet southwest of the project site, across Fountaingrove Parkway.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		In addition, the proposed back-up generator would require a permit to operate from the BAAQMD, which would ensure comply with CARB's Portable Diesel Engine ATCM, ensuring that the generator does not result in unacceptable adverse health risks at sensitive receptor locations. Temporary Construction Noise: Project construction would require the use of heavy-duty construction equipment that could temporarily increase noise levels at adjacent property lines near work areas. Mitigation Measure NOISE-1 is required, which sets forth permissible hours of construction and requirements for abating noise through construction best management practices. Operational Noise: Operational noise sources for California fire stations include sound speakers for dispatch calls, the use of horns or sirens during emergency operations, the use of an emergency back-up generator, outdoor training exercises, and regularly scheduled starting and testing of engines. Emergency sirens, which can produce sound levels as high as 120 dB are exempted from the noise standards contained in the City's Municipal Code (Section 17-16.010(M)). Furthermore, General Policy NS-B-7 specifically states that latitude should be given to noise sources that are essential to community health, safety, and welfare. Therefore, while sirens and other sounds related to emergencies would be noticeable at adjacent receptor locations during emergency response actions, this use would be done in the interest of the local community and under emergency or training conditions only. The remaining sources of noise identified previously (e.g., testing / operation of the emergency back-up generator, training exercises, etc.) would occur infrequently and not result in a significant operational noise impact at adjacent receptor locations due to the distance between these sources and sensitive receptor locations (which are at least 240 feet away). The proposed project would generate traffic that would be distributed onto the local roadway system and potentially increase noise levels along travel routes. Conclusion: Temporary construction noise would be controlled through Mitigation Measure NOISE-1. Project operational noise does not exceed City Land Use Compatibility Guidelines or the City's Municipal Code requirements for noise generation.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		Mitigation Required: NOISE-1.
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	The project is not located within a designated sole source aquifer (SSA) watershed area considering there are no SSAs located in Sonoma County or in adjacent counties.[29]
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	The project site contains an unnamed stream that flows from south to north across the northwest corner of the site before flowing into a culvert under Stagecoach Road and connecting to the West Fork of Paulin Creek downstream of the site. Wetland vegetation was identified on the site at three locations within the stream and near a storm drain outlet. The stream and potential wetlands are not shown in the National Wetlands Inventory. A preliminary jurisdictional delineation completed in March 2021 identified approximately 0.062 acre of potentially jurisdictional wetlands and other waters of the U.S. This included approximately 0.025 acre of waters situated below the ordinary high-water mark (OHWM) in the unnamed stream, approximately 0.022 acre of in-channel wetlands and a 0.015-acre potential wetland at the storm drain outlet. Figure 6 shows the mapped area. Please note that numbers may not match due to rounding. The unnamed stream and wetlands are outside of the project footprint and therefore the project would not directly impact these features. While not anticipated, the RWQCB could require, as part of the 401 Certification, additional permits such as a General Waste Discharge Requirement. Indirect impacts to wetlands and other waters of the U.S. would be avoided or minimized by BMPs implemented during construction to protect water quality and prevent erosion and sedimentation. Temporary pollution prevention and permanent stormwater BMPs have been designed to minimize the introduction of pollutants into streambeds and drainages. During construction, the contractor would be required to use filter fabric, gravel bags, straw wattles, or similar measures to collect sediment and filter water before allowing its discharge to downstream facilities. Disturbed areas would also be required to be seeded to help stabilize un-vegetated areas. Permanent BMPs include construction of bioretention areas containing porous engineered media to

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		capture the post-development stormwater runoff during light precipitation events and encourage infiltration. Bioretention areas have been equipped with overflow drains to minimize inundation on paved surfaces during larger storm events. Project Low Impact Development (LID) techniques include limiting impervious surfaces, dispersing development into smaller areas, and creation of stormwater detainment areas. LID is a type of stormwater management that mimics a site's natural hydrology. Discharge generated from project development would be managed and treated with the bioretention basins and BMPs through project construction and operation. Stormwater runoff from the site would be collected and conveyed to the on-site LID features for biotreatment before being discharged to the existing, adjacent drainage swale east of the project site. This swale enters a closed conduit storm drain system and is located under Stagecoach Road, and the municipal close conduit storm drain system continues under Stagecoach Road. The project also includes an on-site storm water retention system to prevent polluted runoff from entering wetlands and other waters following construction.[30] Improper project grading activities, both during and post-construction, have the potential to increase the volume of runoff from a site and subsequently increase erosion. The potential soil erosion impact of the project would be less than significant through implementation of Mitigation Measure GEO-1, which would require the applicant to prepare and implement the project SWPPP. Conclusion: The project site contains potential jurisdictional wetlands which would be protected during project construction and operation through implementation of BMP and LID techniques for managing storm water runoff. Mitigation GEO-1 Mitigation Required: GEO-1 (see also BIO-3)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	There are no National Wild and Scenic Rivers located is within one mile of the proposed project site.[31]
ENVIRONMENTAL JUSTICE		

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Environmental Justice Executive Order 12898	Yes ☐ No ☒	The Environmental Assessment prepared pursuant to NEPA for the proposed fire station will not result in any adverse effects or environmental impacts that cannot be mitigated; therefore, the project will not cause impacts that could impact minority and/or low-income individuals, disproportionately or otherwise. The EPA's Environmental Justice Screening and Mapping Tool (EJSCREEN) was used to determine if existing conditions at the project site and surrounding properties within one mile are disproportionately adverse or characterized by low-income and/or minority populations when compared to conditions throughout the state, the EPA Region 9 area, and the nation. The EJSCREEN data indicates that the project location is not characterized by low-income or minority populations subject to potentially greater impacts related to air quality, hazardous materials/wastes, and water pollution indicators when compared to the nation. The project location is similar with respect to the state and EPA Region 9 to environmental indicators. Based on the EJSCREEN report (Appendix F)[32] and project EA, the project will not result in disproportionate health or environmental impacts to low-income or minority populations.

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27]

Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation

(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
Land Development		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project proposes construction of a fire station at the corner of Fountaingrove Parkway and Stagecoach Road. The proposed development is consistent with the General Plan Designation of Light Industrial, which includes warehousing and heavy commercial uses like auto repair, warehousing, manufacturing/assembly with minor nuisances, landscape materials retail, accessory offices, and services with large space needs. The project also is consistent with the zoning designations of Planned Development (PD), Resilient City (RC). The RC combining district is intended to facilitate the reconstruction and resilience of areas impacted by the Tubbs and Nuns fires of October 2017 and does not regulate land uses.[33]
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	A *Geologic Impact Analysis* was completed by Ninyo and Moore on December 14, 2020 (Appendix G). The purpose of the study was to assess the geologic and geotechnical risk pertinent to the project site and to provide geotechnical recommendations for the designs of the proposed fire station. The site totals approximately 2.11 acres and is irregularly shaped, with a rectangular western portion, plus a "panhandle" along Stagecoach Road where a public parking lot is proposed. The proposed fire station would be located in the western, rectangular portion of the project site. Portions of the site were impacted by the 2017 Tubbs Fire which burned several trees that have since been removed. Slope: The site slopes downward from the southern border of the site to Stagecoach Road (northern border), ranging from 528 to 454 feet above mean sea level (MSL), as shown on Figure 5. Per the *Geologic Impact Analysis*, the project has the potential to reduce slope stability on the eastern and southern borders of the site if project grading removes materials from the bottom portion of the slope. The potential impact to the stability of adjacent slopes would be mitigated through construction of the proposed retaining walls around the western parking area and yard, as well as the eastern public parking area, as shown on Figures 3 through 5. The potential for settlement or collapse of unstable soil would be mitigated through GEO-1, which requires compliance with the California Building Code, and GEO-2, which requires a geotechnical investigation prior to issuance of grading permits.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		Soil Suitability: The USDA Natural Resource Conservation Service (NRCS) maps show the project's soils as Goulding cobbly clay loam and Spreckels loam, which may be expansive. The Goulding loam covers most of the site and drains well. Spreckles loam is located at the eastern end of the panhandle adjacent to Stagecoach Road and consists of well-drained loam, clay, and cemented soil. (Ninyo and Moore 2020). The site is a developed area, and the Geological Map of California does not reveal the presence of, or potential for, unique geological features (e.g., scientifically important rock outcroppings). There would be no impact to unique geologic features. However, in case as-yet undiscovered paleontological resources are uncovered on the project site, Mitigation Measures GEO-4 and GEO-5 would be implemented. GEO-4 required a paleontological sensitivity training for construction personnel, and GEO-5 requires stopping work/ground disturbing activities if paleontological resources are encountered. Erosion: The project proposes construction of a 10,763 square-foot, two-story fire station with three apparatus bays, paved driveways, and parking. Project plans indicate that development of the project would require a cut of 8,500 cubic yards (CY), and a fill of 500 CY, which requires the issuance of a grading permit by the City. Improper grading, both during and post-construction, has the potential to increase the soil erosion from a site. Increased soil erosion on- and off-site could adversely impact downstream water quality. Impacts related to erosion and loss of topsoil are typically mitigated by compliance with Best Management Practices (BMPs) identified in grading permits. These practices typically include sediment control measures such as silt fences, straw wattles or sediment trap during construction, and the installation of soil stabilization measures including erosion control blankets, slope drains with outlet protection, and establishment of vegetative cover. Drainage: An Initial Stormwater Low Impact Development (LID) submittal was prepared by BKF Engineers, dated February 2021. (Appendix H)[34] The project design includes various Integrated Management Practices (IMPs – a type of LID) and BMPs for construction and operation. Storm drainage improvements with underdrains and outflows, consisting of bioretention basins and IMPs with landscaped areas to collect and filter onsite stormwater and irrigation run-off are proposed. Runoff from all proposed impervious surfaces would be directed to the bioretention facilities throughout the site where water quality treatment would begin. Bioretention areas remove pollutants by filtering runoff slowly through an active layer of soil.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		Because this project involves the creation of more than 10,000 square feet of net new impervious surface, stormwater is required to be contained and treated onsite. This containment and treatment of stormwater is currently proposed via four new IMP areas. Stormwater Runoff: The site is undeveloped and pervious, and the proposed project would generate stormwater runoff from increased impervious surfaces. The project proposes construction of a 10,763 square-foot, two-story fire station with three apparatus bays and paved driveways and parking areas, totaling 56,375 square feet of impervious area. If construction would result in land disturbance of one or more acres, the State Water Resources Control Board (SWRCB) is responsible for regulating stormwater discharge associated with project construction activities such as clearing, grading, and excavation. The City maintains a National Pollutant Discharge Elimination System (NPDES) permit which requires applicants to demonstrate that their project is covered by the State's General Construction Permit before obtaining any construction related permits. Project construction and grading activities must be conducted in compliance with the California Building Code and City Code Chapter 18-16 (Site Grading), and implementation of Mitigation Measure GEO-1 through GEO-3 would require the following: Compliance with the California Building Code, Submission of a Geotechnical Investigation, submissions of an erosion and sediment control plan or Stormwater Pollution Prevention Plan (SWPPP).
Hazards and Nuisances including Site Safety and Noise	3	Site Safety: Per the 2020 Ninyo and Moore *Geologic Impact Analysis* (Appendix G),[35] the project site is not located in an Alquist-Priolo fault zone. The Rodgers Creek Fault lies east of the San Andreas Fault and is the main strand of the North American-Pacific Plate boundary north of the San Francisco Bay. The Rodgers Creek Fault runs north/south approximately 3,000 feet southwest of the project site.[36] Per the Association of Bay Area Governments (ABAG) Hazard Viewer,[37] the project vicinity would be subject to severe or violent shaking in the event of a moderate to severe earthquake. To mitigate the shaking effects, the station would be designed using to comply with California Building Code requirements, at a minimum. Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead-and-live loads. The code-prescribed lateral forces are generally considered substantially smaller than the actual peak forces that would be

Environmental Assessment Factor	Impact Code	Impact Evaluation
		associated with a major earthquake. Therefore, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance with the current building code does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake; however, it is reasonable to expect that well-designed and well-constructed structures will not collapse or cause loss of life in a major earthquake. Strong ground shaking can result in liquefaction (the sudden loss of sheer strength in saturated sandy material), resulting in ground failure and displacement. According to the ABAG Hazard Viewer Map, the project site is in an area that has very low liquefaction susceptibility. Per the *Geologic Impact Analysis*, the impact of earthquake-induced landslides would be mitigated by setting the proposed structures back from the slope, or construction of retaining walls (Ninyo and Moore 2021). The project proposes construction of retaining walls around the perimeter of the paved area. Additionally, Mitigation Measure GEO-2 would require a construction-level geotechnical investigations, including relevant recommendations, and all associated project grading, excavation, and foundation plans, which shall be subject to review and approval by an engineering geologist or geotechnical engineer retained by the Design-Build Entity. The urban and developed areas of Santa Rosa are primarily characterized by rolling hills with gradual to moderate slopes. In areas underlain by weak or unconsolidated earth materials, landslides are a hazard. The project is located in a hilly area, and Ninyo and Moore observed evidence of surficial instability along the sloped areas in the eastern and southern boundaries of the site. However, Ninyo and Moore concludes that this instability would be mitigated through the proposed retaining walls around the perimeter of the developed areas, as shown on Figures 3 through 5. Design of the fire station would incorporate mandatory CBC standards regarding landslide hazards, including setbacks from sloping areas, as required in Mitigation Measures GEO-1 and GEO-2. Hazards: A Phase 1 ESA was completed on January 7, 2021, by Ninyo and Moore (Appendix C)[38] to identify current and historical, potential, and actual recognized environmental conditions (RECs) for the site. A REC is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to historical or present activities or

Environmental Assessment Factor	Impact Code	Impact Evaluation
		conditions. The ESA did not identify any active or historical RECs in connection with the project site. Onsite storage of diesel fuel for the firetrucks is proposed, which could pose a risk for accidents. However, the project would be required to comply with existing local, state, and federal regulations and practices to prevent, contain, and clean-up spills and contamination from paints, fuels, solvents, and other hazardous materials. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List), and there are no known hazardous material locations within project boundaries, based on review of the following databases on February 24, 2021: State Water Resources Control Board Geotracker database California Department of Toxic Substances Control EnviroStor database California Integrated Waste Management Board Solid Waste Information System (SWIS) According to the project-specific ESA report, the project site is within one mile of three leaking underground storage tank (LUST) sites and one Cleanup Program Site (CPS) in GeoTracker. Ninyo and Moore (the ESA preparers) concluded that none of the listed facilities are considered to be a REC based on several factors, including distance from the site, location relative to the regional groundwater flow direction, database listing type, and/or affected soil. Additionally, a *Soil Sampling Report* (Appendix D)[39] was also completed by Ninyo and Moore, which concluded that all soil samples tested below all Construction Worker Environmental Screening Levels (ESLs) for all contaminants, including volatile organic compounds (VOCs), diesel and motor oil, and polychlorinated biphenyls (PCBs). The Ninyo and Moore Soil Sampling report did not find hazardous soils onsite and concluded that soils could be disposed of at a Class II landfill. The hauled soil is proposed to be taken to Redwood Landfill in Novato, approximately 30 miles south of the project site. The proposed project and site would not create a significant hazard to the environment or the public. Noise: Project construction would require the use of heavy-duty construction equipment that could temporarily increase noise levels at adjacent property lines near work areas. Mitigation Measure NOISE-1 is required, which sets forth permissible hours of construction and requirements for abating noise through construction best management practices.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		Operational noise sources for California fire stations include sound speakers for dispatch calls, the use of horns or sirens during emergency operations, the use of an emergency back-up generator, outdoor training exercises, and regularly scheduled starting and testing of engines. Emergency sirens, which can produce sound levels as high as 120 dB are exempted from the noise standards contained in the City's Municipal Code (Section 17-16.010(M)). Furthermore, General Policy NS-B-7 specifically states that latitude should be given to noise sources that are essential to community health, safety, and welfare. Therefore, while sirens and other sounds related to emergencies would be noticeable at adjacent receptor locations during emergency response actions, this use would be done in the interest of the local community. The remaining sources of noise identified previously (e.g., testing / operation of the emergency back-up generator, training exercises, etc.) would occur infrequently and not result in a significant operational noise impact at adjacent receptor locations due to the distance between these sources and sensitive receptor locations (which are at least 240 feet away from the project site). The project will not create a risk of explosion, release of hazardous substances or other dangers to public health. The project is not located near any hazardous operations.
Energy Consumption	1	Construction activities associated with the proposed project would require the use of heavy-duty, off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with California's Air Resources Board (CARB)'s airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary and required to conduct development activities, it would not be wasteful or inefficient. Due to energy efficiency standards being improved over time, the new fire station developed at the project site would be more efficient than the temporary facility used by the department located almost 4,000 feet southeast along Stagecoach Road, which turns in Parker Hill Road. The proposed station would replace an energy-inefficient temporary facility. Improvements to energy efficiency are in large part related to updates to the California Green Building Standards Code (2019). As estimated in CalEEMod (see Appendix B), the proposed project is estimated to consume approximately 225,705 kWh of electricity on an annual basis. A rooftop solar panel array consisting of approximately 36 panels would provide renewable energy. All excess power produced would be circulated back to

Environmental Assessment Factor	Impact Code	Impact Evaluation
		the grid. The project architect has estimated that this system would produce an average of 21,612 kW hours per year. There are no adverse impacts to energy consumption identified as a result of the project.

Environmental Assessment Factor	Impact Code	Impact Evaluation
Socioeconomic		
Employment and Income Patterns	1	There are no new homes or businesses proposed as part of the project, and the project would not result in direct population growth. The fire station would provide onsite employee accommodations while firefighters are on duty. During construction, there would be a short-term increase in construction jobs. It is anticipated that workers would be employed locally and live within Santa Rosa or nearby.
Demographic Character Changes, Displacement	2	The fire station would provide onsite employee accommodations while firefighters are on duty. The site is currently vacant, so no displacement would occur due to project development.

Environmental Assessment Factor	Impact Code	Impact Evaluation
Community Facilities and Services		
Educational and Cultural Facilities	2	The project would not impact educational and cultural facilities. The project represents an incremental demand for cultural facilities; there are no adverse impacts identified.
Commercial Facilities	2	There is no impact on commercial facilities. The project represents an incremental demand for commercial facilities; there are no adverse impacts identified.
Health Care and Social Services	2	The project includes the construction and operation of a replacement fire station and would not impact the provision of health care or social services to City residents. Neither would the project increase the need for additional health care or social services through indirect impacts on the existing population. The County of Sonoma provides social services to county residents by providing health care, financial assistance, food assistance and tailored programs for homeless persons and veterans. A variety of children and family services are provided, including child protective services, childcare, youth services and other resources for children and families. Employment and community resources are also provided. There are no significant impacts to healthcare facilities or delivery systems anticipated as a result of the proposed project.
Solid Waste Disposal / Recycling	2	The City of Santa Rosa and Recology, Inc. (Recology Sonoma Marin) maintain an exclusive franchise agreement for the collection of solid waste, organic waste and recyclable materials in the city pursuant to Chapter 9-12 of the Santa Rosa City Code. The term of the agreement began on January 1, 2018, and ends on December 31, 2032, for a term of fifteen (15) years. The new fire station would be served with solid waste disposal service. The new, permanent fire station would replace the temporary fire station operating nearby and thus would not significantly increase the generation of solid waste as the temporary fire station already generates solid waste. The new permanent fire station would not significantly increase the generation of solid waste or impact the life of existing landfill sites. There is no adverse impact.
Waste Water / Sanitary Sewers	2	The project would connect to City wastewater service. The new permanent fire station would replace the temporary fire station operating nearby and thus would not result in substantial new wastewater generation. There may be a minor increase in wastewater generated by the project site over existing conditions. However, this would not be significant enough to cause the new construction of Water Treatment Plants.
Water Supply	2	The new permanent fire station would replace the temporary fire station operating nearby and thus would not result in substantial new use of potable

Environmental Assessment Factor	Impact Code	Impact Evaluation
		water. The project is required to comply with the City's Water Efficient Landscape Ordinance (WELO), to help reduce water usage for landscaping. There are no adverse impacts.
Public Safety - Police, Fire and Emergency Medical	1	Project proposes construction of new fire station and emergency command center/community room. The fire station would provide onsite employee accommodations while firefighters are on duty. The project would improve emergency response and establish a command center in an area historically heavily impacted by wildfires.
Parks, Open Space and Recreation	2	The Santa Rosa Recreation & Parks Department operates and maintains over 1,100 acres of City Parklands, open space, civic space and roadside landscaping along with over 10,000 trees. City crews care-take 72 neighborhood and community parks, and special recreational and historic facilities. The City currently meets its standard of 6 acres of parkland per 1,000 residents, of which 1.1 acres are dedicated for open space, 1.4 acres for school related activities and 3.5 acres for parks. In addition to local parks, Sonoma County Regional Parks includes more than 50 parks and beaches with miles of trails, sports fields, playgrounds, campgrounds and an ocean marina. The project represents no increased demand for parks and recreational facilities therefore no adverse impacts are identified.
Transportation and Accessibility	2	W-Trans traffic engineers wrote a CEQA Initial Study Checklist chapter, whose content also applies to the NEPA impact areas (Appendix I).[40] Because the trips associated with the fire station that was destroyed by the Tubbs Fire, and trips associated with the current temporary fire station, are essentially being replaced, only the community room, which is the only part of the new fire station that is not a replacement for the station that was lost, was considered in evaluating VMT. Only the community room, which is the only part of the new fire station that is not a replacement for the station that was lost, was considered in evaluating VMT. Using the rates published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual* for the "Community Center" (Land Use 495), it was estimated that the new community center would generate an average of 51 new trips per day. The estimated trip generation for the project is shown in Table 3 below. Because the project would be expected to generate fewer than 110 new trips per day, it can reasonably be assumed to have a less than significant impact on VMT.

Environmental Assessment Factor	Impact Code	Impact Evaluation

Table 3. Trip Generation Summary

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Community Center	1.761 ksf(A)	28.82	51	1.76	2	1	3	2.31	2	2	4

W-Trans, 2021. Based on rates from *Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition.*

(A) ksf = 1,000 square feet

Pedestrian and Bicycle Facilities: Fountaingrove Parkway serves as a major arterial in northeastern Santa Rosa. It is characterized by continuous sidewalks and street lighting along the project frontage. The project is located adjacent to the signalized intersection at Stagecoach Road, which includes pedestrian crossing facilities. Most streets in the vicinity of the project also have continuous sidewalks along both sides of the street. Regarding bicycles, there are Class I shared-use paths along Fountaingrove Parkway and Class II bike lanes on Stagecoach Road adjacent to the project site.

Transit Facilities: There are two transit stops for Santa Rosa CityBus Route 19 within 500 feet of the project site.

Circulation and Parking: Fire truck/emergency vehicle ingress and egress would be on the north side of the site onto Stagecoach Road. The project proposes a new cut-through in the existing median to allow vehicles to turn left onto Stagecoach Road. The Santa Rosa Fire Department would control the intersection traffic signal and install new warning lights to alert traffic during emergency calls and emergency vehicle movement. Returning vehicles would enter the site from Stagecoach Road. The station's east apparatus bay would be back-in only from Stagecoach Road. The truck turning movements are shown on Figure 4, as well as page C4.0 of the site plans (RDC, 2021).[41]

On the east side of the site (in the panhandle), a paved parking lot with approximately 20 spaces would be developed. Adjacent to the station, an approximately 11,400 square-foot visually-screened exterior operations yard would provide secure vehicle parking, including ten (10) staff parking spaces with two electric vehicle charging spaces, and a staging area. The remaining two driveways would serve the eastern parking lot.

The proposed project would potentially have a significant traffic impact if the design is not consistent with, or does not conform to, applicable City transportation policies. Regarding transit users, bicyclists, and pedestrians, there are no notable gaps in the multimodal circulation network in the project vicinity, and the project would not impact the existing or planned facilities, as most proposed improvements are located on-site. The General Plan

Environmental Assessment Factor	Impact Code	Impact Evaluation
		includes the following goals and policies relevant to new development regarding public transit, bicycle, and pedestrian facilities: • T-J-1 Pursue implementation of walking and bicycling facilities as envisioned in the City's Bicycle and Pedestrian Master Plan. • T-J-4 Provide street trees to enhance the city's livability and to provide identity to neighborhoods and districts. • T-K-3 Orient building plans and pedestrian facilities to allow for easy pedestrian access from streets, sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots. • T-K-4 Require construction of attractive pedestrian walkways and areas in new residential, commercial, office, and industrial developments. Provide landscaping or other appropriate buffers between sidewalks and heavily traveled vehicular traffic lanes, as well as through and to parking lots. Include pedestrian amenities to encourage and facilitate walking. • T-L-1 Provide bicycle lanes along all regional/arterial streets and high volume transitional/collector streets. • T-L-4 Maintain all roadways and bicycle-related facilities so they provide safe and comfortable conditions for bicyclists. • T-L-5 Consider bicycle operating characteristics and safety needs in the design for roadways, intersections, and traffic control systems. By maintaining the shared-use paths and bike lanes surrounding the site, the project remains consistent with Policies T-J-1, T-L-1, and T-L-4. The detailed design plans for the fire station would be reviewed for street trees, walkways, sidewalk buffers, and bicycle/ pedestrian facilities to be consistent with Policies T-J-4, T-K-4, and T-L-8. Also, the orientation of the station and bicycle operating characteristics would be reviewed to ensure the project conforms with Policies T-K-3 and T-L-5. Mitigation Measure TRANS-1 would ensure that the City and Design Build Entity shall review the detailed design plans for the fire station to ensure consistency with General Plan transportation policies listed above. The project will meet HUD regulations, California Building Code (CBC) and Americans with Disabilities Act (ADA) regulations.

Environmental Assessment Factor	Impact Code	Impact Evaluation
Natural Features		
Unique Natural Features,	2	There are no unique natural features on the site.

Water Resources		Water Resources: According to the Preliminary Delineation of Wetlands Report, approximately 0.062 acre of potentially USACE and RWQCB jurisdictional features were identified on the project site. These include approximately 0.025 acre of Sections 401 and 404 waters situated below the ordinary high-water mark in a perennial, unnamed tributary to West Fork of Paulin Creek. Section 401 waters of the state extend farther up to the top of the banks of the perennial stream for an additional 0.025-acre of riparian habitat (mostly unvegetated). Additionally, Section 404 and 401 waters include approximately 0.022 acre of in-channel wetlands and a 0.015-acre potential wetland at a storm drain outlet. CDFW jurisdictional features as defined by bed and bank topography (perennial stream) were identified in the project area and total 0.072 acres, including a perennial stream and in-channel wetlands. Mitigation BIO-3 and GEO-1 would prevent impacts to water resources through implementation of a SWPPP and general construction BMPs.
Vegetation, Wildlife	3	Please see *Endangered Species Act* section above for a complete discussion of biological resources and potential impacts.
Other Factors	1	The project would have a positive effect in improving Fire Department facilities and improving emergency response in the City of Santa Rosa after the 2017 Tubbs Fire.

Additional Studies Performed

See Source Documentation list below.

MIG, Inc. 2021. Preliminary Delineation of Wetlands, Other Waters, and Jurisdictional Habitats. March 2021. (Appendix A)

MIG, Inc. 2021. California Emissions Estimator Model (CalEEMod), Version 2016.3.2 modeling for Santa Rosa Fire Station 5 Project. (Appendix B)

MIG, Inc. 2021. General Biological Resources Assessment for the Permanent Fire Station 5 Rebuild. February 2021. (Appendix E)

Field Inspection (Date and completed by):

November 11, 2020, and December 9, 2020: Melinda Mohamed, Biologist, MIG. Tay Peterson, Director of Biological Analysis, MIG. Megan Kalyankar, Biologist, MIG.

December 22, 2020 and August 24, 2021Taylor Alshuth, Associate, Tom Origer & Associates

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]

See Source Documentation List

List of Permits Obtained

No permits have been obtained. The following permits would need to be obtained:

Adoption of the Mitigated Negative Declaration – City of Santa Rosa City Council

Design Review – Design Review Board provides design related advice to the Council

Building/Fire Permits and Plan Check – City of Santa Rosa Planning Department, Economic Development Department and Santa Rosa Fire Department

Improvement Plans – City of Santa Rosa Planning and Economic Development Department

Tree Removal Permit – City of Santa Rosa Planning and Economic Development Department

Grading Permit – City of Santa Rosa Planning and Economic Development Department

Land Acquisition – City of Santa Rosa City Council

Backup Generator Permit – Bay Area Air Quality Management District (BAAQMD)

Public Outreach [24 CFR 50.23 & 58.43]

NEPA PUBLIC OUTREACH

As part of the Section 106 process, the City of Santa Rosa circulated a public notice to the surrounding area seeking historic resources information in English and Spanish on June 15, 2021.[42] No responses were received.

The City of Santa Rosa notified the public of the NEPA Environmental Assessment (EA) availability via newspaper on December 3, 2021. The review period will run from December 3, 2021, through December 20, 2021.

The EA and FONSI will be sent to HUD for circulation. Per 50.23 Public participation, HUD shall inform the affected public about NEPA-related hearings, public meetings, and the availability of environmental documents. The EA and appendices are available and will be sent to responsible agencies via the California State Clearinghouse under SCH#2021100480.

CEQA PUBLIC OUTREACH

The City of Santa Rosa, as lead agency under the California Environmental Quality Act (CEQA) prepared an Initial Study/Mitigated Negative Declaration (IS/MND) that was noticed to the public through the State Clearinghouse, a newspaper notice, posting on the City's website, posting a Notice of Intent at the County Clerk's office and which was circulated for public review from October 26, 2021, to November 29, 2021.

A City Council hearing is scheduled for Tuesday, February 1, 2022, and 4:00 PM where the City of Santa Rosa Planning Commission will consider adoption of the IS/MND and approval of the project.

Prior tribal communication has been received for this project on by the City's consultant archaeologist, Tom Origer Associates as responses to the Sacred Lands File Search. A summary of the communication is in the Historic Resources section of this document. As part of this communication, the Lytton Rancheria of California stated that "the Tribe is not requesting further

consultation; however, the Tribe would support a condition for monitoring if another tribe so requests". Although this was not part of an official AB52/Section 106 outreach process, the City is considering this communication to be part of the AB52 and Section 106 tribal outreach.

Letters to Federal and State recognized tribes in the geographic vicinity, notifying 10 federally-recognized tribe with interest in Sonoma County. Tribal outreach letters were sent on June 16, to all 17 tribal representatives of the 10 tribes.

Consultation/Tribal Outreach was requested by the Federated Indians Graton Rancheria tribes as part of a joint AB52 and Section 106 tribal outreach process.

The Federated Indians Graton Rancheria requested on July 20, 2021, on a video call with the City, that a second archaeological survey be conducted, with an accompanying tribal representative. The City accepted this request, and an archaeologist from Tom Origer Associates and a representative from the Federated Indians Graton Rancheria tribe conducted a second archaeological pedestrian site survey on August 24, 2021. No resources were noted as part of the second survey.

The outreach/consultation process concluded on October 26, 2021 and did not change the significance conclusions. Mitigation Measures TCR-1 and TCR-2 were added and include the following: TCR-1 requires weekly communication with Federated Indians of Graton Rancheria and TCR-2 requires retaining an archaeologist approved by Federated Indians of Graton Rancheria for spot monitoring during project construction.

The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, interested parties, and landowners/occupants of parcels located within the project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent the project will be included in the FONSI Notice.

Cumulative Impact Analysis [24 CFR 58.32]

No adverse cumulative impacts have been identified.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

Following the 2017 Tubbs Fire, the Santa Rosa Fire Department (SRFD) reviewed its maps and Standards of Coverage and Deployment Plan, discovering that the fire station that burned in the 2017 Tubbs Fire located on Newgate Court in the Fountaingrove neighborhood of Santa Rosa, was not located in the most ideal area for prime service coverage and call times. Rather than rebuild the station on the same City-owned parcel, the SRFD with City Council's approval, gave the City's Real Estate Services Division (RES) parameters for a search to locate available land to rebuild the fire station that would better serve the neighborhood and the needs of future development.

RES staff looked at locations within the area identified but was unsuccessful in finding an appropriate location. Keysight Technology Staff (Keysight) and SRFD Staff worked together often and Keysight was aware of the City's search. Keysight owns several large parcels of property with

acres of unused land in the area being searched and would consider having the fire station located on a portion of Keysight property.

City staff and Keysight staff met at the Keysight property and walked several locations on the Keysight campus that Keysight did not have future plans for and that were currently vacant. SRFD staff and Keysight staff settled on a location that would work for both parties.

Rebuilding the facility would result in an increase in square footage to double the size of the old station 5, provide space for upstaffing additional crews during critical fire weather events, and provide space for storage of additional equipment to be used during fire weather events. The addition of a community room could be used as a meeting space for community education, a Temporary Refuge Area (TRA), a command post, and/or a Department Operations Center (DOC), and will allow for a potential increase of first responder personnel in times of an event.

No Action Alternative [24 CFR 58.40(e)]

The site is currently vacant and could be acquired or developed for residential or commercial uses. The project site may continue to exist in its current, vacant state. All impacts discussed in this EA would not occur.

Summary of Findings and Conclusions

The project is suitable from an environmental standpoint. Implementation of the mitigation measures would ensure that there is no anticipated significant impact from the project. The project is a benefit to the community and will provide increased fire department and emergency response capacity.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
Air Quality	**Mitigation Measure AIR-1:** To reduce fugitive dust that would be generated during project construction activities, the City and/or its designated contractors, contractor's representatives, or other appropriate personnel to implement the following BAAQMD basic dust control measures. • Water all exposed surfaces (e.g., staging areas, soil piles, graded areas, and unpaved access roads) two times per day during construction and

	adequately wet demolition surfaces to limit visible dust emissions. • Cover all haul trucks transporting soil, sand, or other loose materials off the project site. • Use wet power vacuum street sweepers at least once per day to remove all visible mud or dirt track-out onto adjacent public roads (dry power sweeping is prohibited) during construction of the proposed project. • Vehicle speeds on unpaved roads/areas shall not exceed 15 miles per hour. • Complete all areas to be paved as soon as possible and lay building pads as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time of diesel-powered construction equipment to five minutes and post signs reminding workers of this idling restriction at access points and equipment staging areas during construction of the proposed project. • Maintain and properly tune all construction equipment in accordance with manufacturer's specifications and have a CARB-certified visible emissions evaluator check equipment prior to use at the site. • Post a publicly visible sign with the name and telephone number of the construction contractor and City staff person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The publicly visible sign shall also include the contact phone number for the BAAQMD to ensure compliance with applicable regulations.
Biological Resources	**Mitigation Measure BIO-1: Employee Education Program.** An employee education program shall be conducted, consisting of a brief presentation to explain biological resources concerns to contractors, their employees, and any other personnel involved in construction of the project. The program shall include the following: a description of relevant special-status species and nesting birds along with their habitat needs as they pertain to the project; a report of the occurrence of these species in the vicinity of the project site, as applicable; an explanation of the status of these species and their

	protection under the federal and state regulations; a list of measures being taken to reduce potential impacts to natural resources, including environmentally sensitive habitats, during project construction and implementation; and instructions if a special-status species is found onsite. A fact sheet conveying this information shall be prepared for distribution to the above-mentioned people and anyone else who may enter the project site. Upon completion of training, employees shall sign a form stating that they attended the training and agree to the conservation and protection measures. **Mitigation Measure BIO-2: Pre-Construction Survey for Nesting Birds.** To avoid impacts to nesting birds and violation of state and federal laws pertaining to birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) should occur outside the avian nesting season (that is, prior to February 1 or after September 15). If construction and construction noise occurs within the avian nesting season (from February 1 to September 15), all suitable habitats located within the project's area of disturbance including staging and storage areas plus a 250-foot (passerines) and 1,000-foot (raptor nests) buffer around these areas shall be thoroughly surveyed, as feasible, for the presence of active nests by a qualified biologist no more than five days before commencement of any site disturbance activities and equipment mobilization. If project activities are delayed by more than five days, an additional nesting bird survey shall be performed. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys shall be documented. If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within 250 feet of non-raptor nests and 1,000 feet of raptor nests, or as determined by a qualified biologist in consultation with the CDFW, as appropriate, until the chicks have fledged. Monitoring shall be required to ensure compliance with

	relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented. **Mitigation Measure BIO-3: General Environmental Protections During Project Construction. (Also see Mitigation Measure GEO-1)** • During construction staging, travel and parking of vehicles and equipment shall be limited to pavement, existing roads, and previously disturbed areas. Ground disturbance and vegetation removal shall not exceed the minimum amount necessary to complete work at the site. • Temporary work areas shall be restored with respect to pre-existing contours and conditions upon completion of work. The need for restoration work including re-vegetation and soil stabilization shall be evaluated upon completion of work and performed as needed. • The potential for adverse effects to water quality in aquatic habitat within the project site shall be avoided by implementing Best Management Practices (BMPs), and the project shall require a Stormwater Pollution and Prevention Plan (SWPPP) for construction. These BMPs shall be used to minimize any erosion or other sources of water pollution during construction. These suggested BMPs shall be coordinated with standard CASQA regulations required under City of Santa Rosa construction contracts, as administered by, and at the discretion of, the City. a. Store, handle, and dispose of construction materials and wastes properly to prevent their contact with stormwater. b. Control and prevent the discharge of all potential pollutants - including solid wastes, paints, concrete, petroleum products, chemicals, wash water, sediment, and non-stormwater discharges - to storm drains and water courses. c. Avoid cleaning, fueling, or maintaining vehicles on site, except in a designated area in which run-off is contained and treated. d. Perform clearing and earth moving activities during dry weather to the maximum extent practical.

	e. Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and discharge courses with field markers. f. Remove spoils promptly and avoid stockpiling fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material. g. Limit construction access routes and stabilize designated access points. h. Deposit trash and construction related solid wastes into a covered receptacle to prevent contamination and dispersal by wind. i. Maintain sanitary facilities on the project site at all times. j. Take measures to collect or clean any accumulation or deposit of dirt, mud, sand, rocks, gravel, and debris on the surface of any street, alley, or public place or in public storm drain systems. The removal of aforesaid shall be done by street sweeping or hand sweeping. Water shall not be used to wash sediments into public or private drainage facilities. k. Cease all grading work immediately in the event of rain. l. Prepare and implement an erosion control plan during the wet season (September 15 through April 15). The following measures are suggested to be included in the plan: o During the rainy season, the project site shall be maintained to minimize sediment-laden run-off to any storm drainage system, including existing drainage swales and water courses. o Inlet protection shall be installed to prevent sediment from entering the storm drain system where applicable. o Weed and net/filament free straw rolls shall be placed at the toe of barren slopes and along the down slope perimeter of the project site to capture sediment in storm runoff. • Develop a hazardous spill plan prior to construction. The plan shall describe what actions would be taken in the event of a spill. The plan shall also incorporate

	preventative measures to be implemented, such as vehicle and equipment staging, cleaning, maintenance, and refueling; and contaminant (including fuel) management and storage. In the event of a contaminant spill, work at the site shall immediately cease until the contractor has contained and mitigated the spill. The contractor shall immediately notify appropriate authorities. Adequate spill containment materials, such as oil diapers and hydrocarbon cleanup kits, shall always be available on site. Containers for storage, transportation, and disposal of contaminated absorbent materials shall be provided at the project site. • A SWPPP that complies with the statewide General Permit administered by the State Water Board for the National Pollutant Discharge Elimination System shall be developed and implemented to protect the water quality of aquatic habitats that lie in or adjacent to the project site. Appropriate erosion and sediment control and non-sediment pollution control (i.e., sources of pollution generated by construction equipment and material) BMPs shall be prescribed in the SWPPP, and erosion and sediment control material included in the SWPPP shall be certified as weed-free. • After construction is completed, a final cleanup shall include removal of all stakes, temporary fencing, flagging, and other refuse generated by construction. **Mitigation Measure BIO-4: General Biological Resource Protections During Project Construction.** • Tree Protection. Tree protection shall be implemented in compliance with the City's Tree ordinance(s). • Designation of Work Area. Prior to project activities, a qualified biologist shall clearly delineate any vegetation and/or habitat areas to be avoided near planned project work. Any trees to be preserved must have protective fencing installed in accordance with recommendations of a qualified arborist or biologist. • Construction Site Sanitation. Food items may attract wildlife onto the construction site, which would expose them to construction-related hazards. The construction site shall be maintained in a clean condition. All trash (e.g., food scraps, cans, bottles,

	containers, wrappers, and other discarded items) shall be placed in closed containers and properly disposed. • Wildlife Entrapment. The contractor shall avoid the use of monofilament netting, including its use in temporary and permanent erosion control materials. All holes greater than one-foot deep must be covered overnight to prevent the entrapment of wildlife. Where holes or trenches cannot be sealed, escape ramps that are no greater than 30 percent slope shall be positioned such that entrapped wildlife shall be able to escape. The escape ramps should be at least one-foot wide and covered/fitted with a material that provides traction. • Species Discovery. If an animal is found at the work site and is believed to be a protected species, work must halt, and the project biologist shall be contacted for guidance. Care must be taken not to harm or harass the species. No wildlife species shall be handled and/or removed from the project site by anyone except a qualified biologist.
Cultural Resources	**Mitigation Measure CUL-1: Conduct Archaeological Sensitivity Training for Construction Personnel.** A qualified professional archaeologist shall be retained who meets U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct an archaeological sensitivity training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The City and/or qualified professional archaeologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The City shall notify the construction personnel at least 48 hours before holding the training and keep a log of all attendees. The training session shall include a handout and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities, the procedures to be followed in such an event; the duties of archaeological monitors; and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation, if one is necessary. The archaeologist shall coordinate with the Federated Indians of Graton Rancheria on the training schedule and content.

	Mitigation Measure CUL-2: Prepare a Cultural Resources Treatment Plan. Prior to any ground disturbing activities for the proposed project, a qualified archaeologist shall prepare a Cultural Resources Treatment Plan for review by and in consultation with the Federated Indians of Graton Rancheria and approval by the City. The plan shall address the treatment of any discovered resource, along with subsequent laboratory processing and analysis. **Mitigation Measure CUL-3: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.** In the event archaeological resources are unearthed during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted so that the find can be evaluated. Ground moving activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. This examination shall be done in coordination with the Tribal Cultural Monitor(s), Tribal Heritage Preservation Officer(s) (THPO). All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. In the event that the newly discovered artifacts are determined to be prehistoric, the Federated Indians of Graton Rancheria and Lytton Rancheria shall be contacted and consulted. The discovery of prehistoric artifacts shall require that a Tribal Cultural Monitor be present for ground disturbing activities to resume. The specifications for this requirement shall be described in the Cultural Resources Treatment Plan listed in Mitigation Measure **CUL-2**. A lead agency engages in Consultation with the Local Native American Tribes to identify Tribal Cultural Resources, the significance of Tribal Cultural Resources, and to determine how any resources are to be protected. All Native American artifacts (tribal finds) shall be considered as a significant Tribal Cultural Resource, pursuant to PRC 21074 and the Treatment Plan described in **CUL-2** shall be followed if any tribal finds are discovered. If appropriate, the archaeologist and THPO may introduce archaeological and Tribal Cultural

	monitoring on the site. An archaeological report shall be written detailing all archaeological finds and submitted to the City and the Northwest Information Center This shall be done in consultation with the Tribe's THPO. **Mitigation Measure TCR-1:** The Design/Build Entity shall provide a weekly construction update to the Tribal Historic Preservation Officer of the Federal Indians of Graton Rancheria during any ground disturbing activities. This update shall include a photo log of the construction. **Mitigation Measure TCR-2:** An archaeologist on the Federated Indians of Graton Rancheria's preferred list shall be retained to provide spot monitoring of ground disturbing activities.
Geology and Soils	**Mitigation Measure GEO-1: Compliance with California Building Code (CBC).** All construction activities shall meet the CBC regulations as adopted by the City of Santa Rosa. Construction plans shall be subject to review and approval of the City prior to the issuance of grading and building permits, and actual construction shall be subject to inspection by the City. **Mitigation Measure GEO-2: Submit a Geotechnical Investigation.** The Contractor or Design Build Entity shall prepare a geotechnical investigation, prior to City issuance of grading permits. A registered engineering geologist or geotechnical engineer shall be retained to prepare detailed, construction-level geotechnical investigations to guide the construction of all project grading and excavation activities. The detailed, construction-level geotechnical investigations shall be performed for the development site. Subsurface conditions shall be explored, and laboratory tests conducted on selected soil samples to establish parameters for the design of excavations, foundations, shoring, and waterproofing. Recommendations from the investigations shall be incorporated into all plans for project grading, excavation, soil support (both temporary and long-term), and utility construction, to the satisfaction of the City Engineer. **Mitigation Measure GEO-3: Erosion and Sediment Control Plan or Stormwater Pollution Prevention Plan. (Also see Mitigation Measure BIO-3)** The design-

	builder shall submit an Erosion and Sediment Control Plan, or Stormwater Pollution Prevention Plan (SWPPP) prepared by a registered professional engineer or qualified stormwater pollution prevention plan developer as an integral part of the grading plan. The Plan shall be subject to review and approval of the City prior to the issuance of a grading permit. The Plan shall include all erosion control measures to be used during project construction and operation, including runoff control, sediment control, and pollution control measures for the entire site to prevent discharge of sediment and contaminants into the drainage system. Post-construction measures include maintenance of the bioretention areas, and vegetative landscaping. The Plan shall include the following measures as applicable: a. Throughout the construction process, ground disturbance shall be minimized, and existing vegetation shall be retained to the extent possible to reduce soil erosion. All construction and grading activities, including short-term needs (equipment staging areas, storage areas, and field office locations) shall minimize the amount of land area disturbed. Whenever possible, existing disturbed areas shall be used for such purposes. b. All drainage ways, wetland areas, and stream areas shall be protected from silt and sediment in storm runoff using appropriate Best Management Practices (BMPs) such as silt fences, diversion berms, and check dams. Fill slopes shall be stabilized and covered when appropriate. All exposed surface areas shall be mulched and reseeded. All cut and fill slopes shall be protected with hay mulch and/or erosion control blankets, as appropriate. c. During construction, all erosion control measures shall be installed according to the approved plans prior to the onset of the rainy season but no later than October 15. Construction erosion control measures shall remain in place until the end of the rainy season but may not be removed before April 15. The City shall be responsible for notifying construction contractors about erosion control requirements. d. Example design standards for erosion and sediment control include, but are not limited to, the following: avoiding disturbance in especially erodible areas;

	minimizing disturbance on slopes; using berms, swales, ditches, vegetative filter strips, and catch basins to prevent the escape of sediment from the site; conducting development in increments; and planting bare soils to restore vegetative cover. e. The City shall also develop an inspection program to evaluate if there is any significant onsite erosion as a result of rainfall. If problems arise at the site after rainfall, the City shall enhance methods to manage onsite erosion. **Mitigation Measure GEO-4: Conduct Paleontological Sensitivity Training for Construction Personnel.** The City shall retain a professional paleontologist who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct a paleontological sensitivity training for construction personnel prior to commencement of excavation activities. The City and/or qualified professional paleontologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The City shall notify construction personnel at least 48 hours before holding the training and keep a log of all attendees. The training shall include a handout and focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of paleontological monitors, notification and other procedures to follow upon discovery of resources, and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary. **Mitigation Measure GEO-5: Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered**. If paleontological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the City. Work shall be allowed to continue outside of the buffer area. The City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan

	for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource, along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Paleontological monitoring may be required as part of the treatment plan.
Noise	**Mitigation Measure NOISE-1: Construction Noise Control Best Management Practices:** The City and Design Build Entity shall incorporate the following construction noise best management practices into all applicable project bid, design, and engineering documents: 1) Construction work hours shall be limited to the hours of 7 AM to 7 PM, Monday through Friday, and 8 AM to 6 PM on Saturdays. No construction shall be permitted on Sundays and Federal and state holidays. 2) Heavy equipment engines shall be covered and exhaust pipes shall include a muffler in good working condition. 3) Stationary equipment such as compressors, generators, and welder machines shall be located as far away from surrounding residential land uses as possible. The project shall connect to existing electrical service at the site to avoid the use of stationary, diesel- or other alternatively-fueled power generators, if feasible. 4) Impact tools such as jack hammers shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. When use of pneumatic tools is unavoidable, it shall be ensured the tool will not exceed a decibel limit of 85 dBA at a distance of 50 feet. Pneumatic tools shall also include a noise suppression device on the compressed air exhaust. 5) No radios or other amplified sound devices shall be audible beyond the property line of the construction site.
Transportation	**Mitigation Measure TRANS-1:** The City shall review the detailed design plans for the fire station to ensure consistency with General Plan transportation policies T-

	J-1, T-J-4, T-K-3, T-K-4, T-L-1, T-L-4, T-L-5, and T-L-8.

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: _____ Date: 11/29/2021

Name/Title/Organization: Erica Rippe, Senior Environmental Planning Associate, MIG, Inc.

Certifying Officer Signature: _____ Date: 12/02/2021

Name/Title: Clare Hartman Interim Asst. City Manager

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

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Fire Station 5 NEPA EA Public Review 20211130 - Revision

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