

Initial Study | Mitigated Negative Declaration

New District Office and Education Center Project

Prepared for

Santa Rosa City Schools
110 Stony Point Road, Suite 210
Santa Rosa, California 95401

Prepared by

Terraphase Engineering, Inc.
1300 Clay Street, Suite 1000
Oakland, California 94612

June 8, 2026





*Erik Oden, Chief Operations Officer, Executive
Director, Facilities, Maintenance & Operations
110 Stony Point Road, Suite 225
Santa Rosa, CA 95401
(707)890-3800 x80232
E-mail: eoden@srcs.k12.ca.us*

**NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION**

To: Reviewing Agencies, Organizations, and Interested Parties

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for the
Proposed New District Office and Education Center Project

Environmental Information: The Santa Rosa City Schools (District), as lead agency under the California Environmental Quality Act (CEQA), has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed New District Office and Education Center Project (Proposed Project). This notice is provided pursuant to CEQA Guidelines Sections 15072 and 15073. The IS/MND evaluates whether the Proposed Project, if approved, could result in significant environmental effects.

Project Location: The Proposed Project site encompasses approximately 8 acres of property located at 211 Ridgway Avenue, Santa Rosa, California 95401. The site is not included on any hazardous waste site list compiled pursuant to Government Code Section 65962.5.

Proposed Project: The Proposed Project involves construction of a new administrative office building of approximately 59,633 square feet (SF) with a 31,944 SF footprint and modernization of an approximately 6,696 SF area of existing distribution warehouse space for use by the Maintenance and Operations department on the site. The Proposed Project also includes site work, including parking, circulation, landscaping, utility improvements, and drainage improvements. Construction is proposed to begin in August 2026, and end in November 2027.

Public Review and Comments: The IS/MND is available for a 30-day public review period beginning from June 10, 2026, or soon thereafter, and ending July 10, 2026. The IS/MND is available for review at:

- Santa Rosa City Schools: 110 Stony Point Road, Suite 210, Santa Rosa, California 95401

Pursuant to CEQA Guidelines Section 15073, responsible agencies, trustee agencies, and interested parties, including members of the public, may submit written comments no later than 5:00 p.m. on July 10, 2026. Written comments may be emailed to facilities@srcs.k12.ca.us or addressed to:

Santa Rosa City Schools
C/O: Erik Oden, Executive Director, Facilities, Maintenance, & Operations
110 Stony Point Road, Suite 210
Santa Rosa, California 95401

Board of Education Meeting: Following completion of the public review period, the Santa Rosa City Schools Board of Education will consider adoption of the IS/MND and approval of the Proposed Project at a public meeting to be held on July 22, 2026, located in the City Council Chambers of the Santa Rosa City Hall located at 100 Santa Rosa Avenue, Santa Rosa, CA.

Contents

1	Introduction.....	1
1.1	California Environmental Quality Act	1
2	Project Information	3
3	Environmental Setting.....	10
3.1	Project Location.....	10
3.2	Project Site.....	10
3.3	Surrounding Uses.....	11
3.4	General Plan Land Use and Zoning.....	11
4	Project Description	19
4.1	District Office and Education Center	19
4.2	Maintenance and Operations Facility.....	23
4.3	Operations	24
4.4	Construction	24
4.5	Construction Best Management Practices	25
4.6	Approvals Required for the Project.....	28
5	Evaluation of Environmental Impacts	40
5.1	Aesthetics	42
5.2	Agriculture and Forestry Resources	47
5.3	Air Quality.....	50
5.4	Biological Resources	59
5.5	Cultural Resources	66
5.6	Energy	71
5.7	Geology and Soils.....	76
5.8	Greenhouse Gas Emissions.....	82
5.9	Hazards and Hazardous Materials.....	86
5.10	Hydrology and Water Quality	92
5.11	Land Use and Planning.....	99
5.12	Mineral Resources	101
5.13	Noise	103
5.14	Population and Housing	110
5.15	Public Services	112
5.16	Recreation.....	115
5.17	Transportation and Circulation.....	117
5.18	Tribal Cultural Resources.....	122

5.19	Utilities and Service Systems	126
5.20	Wildfire129	
5.21	Mandatory Findings of Significance.....	132
6	Preparers	135
7	References	136

Tables

Table 1.	Construction Phases and Durations	24
Table 2.	Approvals Required for the Project.....	28
Table 3.	Construction Emissions	52
Table 4.	Operational Emissions.....	53
Table 5.	Annual Project Operational GHG Emission	83
Table 6.	Existing and Proposed Ground Surfaces	94
Table 7.	Existing and Proposed Ground Surfaces	95
Table 8.	Ambient/Base Noise Levels.....	104
Table 9.	Noise Levels Generated by Construction Equipment	105
Table 10.	Typical Vibration Levels for Construction Equipment.....	108
Table 11.	Project Consistency Review with Santa Rosa General Plan Circulation Goals and Policies	118

Figures

Figure 1.	Regional Location	13
Figure 2.	Aerial Map (July 2025)	14
Figure 3.	Demolished Buildings.....	15
Figure 4.	Aerial Map (May 2023)	16
Figure 5.	Photographs.....	17
Figure 6.	Surrounding Land Use	18
Figure 7.	Overall Site Plan	30
Figure 8.	Conceptual Rendering of Building – From East (Preliminary Design Package).....	31
Figure 9.	Conceptual Rendering of Building – From Northeast (Preliminary Design Package)	32
Figure 10.	Conceptual Rendering of Building – From Southeast (Preliminary Design Package)	33
Figure 11.	Conceptual Rendering of Building – Along Ripley Street (Preliminary Design Package)	34
Figure 12.	Floor Plan – Level 1	35

Figure 13. Floor Plan – Level 2	36
Figure 14. Conceptual Landscape Plan	37
Figure 15. Conceptual Rendering of M&O Building (Preliminary Design Package)	38
Figure 16. M&O Floor Plan.....	39

Appendices

Appendix A	Air Quality: A-1: CalEEMod Results; A-2: Health Risk Assessment
Appendix B	Biological Resources
Appendix C	Cultural Resources
Appendix D	Geotechnical Investigation
Appendix E	Drainage Report
Appendix F	Construction Noise Calculations

Acronyms and Abbreviations

2017 Clean Air Plan 2017 Clean Air Plan: Spare the Air, Cool the Climate

AB	Assembly Bill
AC	Asphalt/Concrete
Air Basin	San Francisco Bay Area Air Basin
ALUC	Airport Land Use Commission
ARDTP	Archaeological Research Design and Treatment Plan

BAAQMD	Bay Area Air Quality Management District
BMP	best management practice

CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CALUP	Comprehensive Airport Land Use Plan
CARB	California Air Resources Board
CBSC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cfs	cubic feet per second
City	City of Santa Rosa
CNS	Child Nutrition Services
CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
County	Sonoma County
CRHR	California Register of Historical Resources
CWA	Clean Water Act (federal)

dba	A-weighted decibels
District	Santa Rosa City Schools
DOC	California Department of Conservation
DOEC	District Office and Education Center
DPM	diesel particulate matter

EIR	Environmental Impact Report
ESA	Environmental Site Assessment
EV	electric vehicle
FGC	California Fish and Game Code
FIGR	Federated Indians of Graton Rancheria
HI	Hazard Index
HRA	health risk assessment
HVAC	heating, ventilating, and air conditioning
IS	Initial Study
LED	light-emitting diode
LOS	level of service
M&O	Maintenance and Operations
MBTA	Migratory Bird Treaty Act (federal)
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
mph	miles per hour
MRZ-1	Mineral Resource Zone 1
MTCO ₂ e/year	metric tons of carbon dioxide equivalent per year
NAHC	Native American Heritage Commission
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
OSHA	Occupational Safety and Health Administration (federal)
PCB	polychlorinated biphenyl
PCC	Portland Cement Concrete
PG&E	Pacific Gas & Electric
Phase II	Phase II Environmental Site Assessment
PM ₁₀	particulate matter 10 microns in size or smaller
PM _{2.5}	particulate matter 2.5 microns in size or smaller
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity

Project	New District Office and Education Center Project
PSD	Prevention of Significant Deterioration
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
SF	square foot/feet
SRA	State Responsibility Area
SRO	School Resource Officer
SRPD	Santa Rosa Police Department
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	tribal cultural resource
TDM	transportation demand management
US 101	U.S. Highway 101
USFWS	U.S. Fish & Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled

1 Introduction

The Santa Rosa City Schools (District) proposes the New District Office and Education Center Project (Project) at 211 Ridgway Avenue in the City of Santa Rosa (City), Sonoma County (County), California. The Project proposes the demolition of existing facilities on the Project Site, the construction and operation of a new building that would house uses previously operating at the Project Site, and repurposing and modernizing the existing distribution warehouse for use by the Maintenance and Operations (M&O) Department.

The District is the primary public agency that will approve and execute the Project. Accordingly, it is the lead agency with the responsibility to evaluate and mitigate potentially significant environmental effects caused by the Project.

1.1 California Environmental Quality Act

This document is an Initial Study (IS) prepared to identify potential environmental impacts that may result from implementation of the Project. This IS has been prepared pursuant to the California Environmental Quality Act (CEQA¹) and the CEQA Guidelines².

CEQA Guidelines § 15063³ describes the process for preparing an IS and its required contents, while 14 CCR § 15064⁴ provides the criteria for determining whether a project may result in a significant environment effect. This IS has been prepared pursuant to these provisions to provide the District, as the lead agency, with the information necessary to determine whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration (MND) is the appropriate CEQA document for the Project.

This IS identifies potentially significant environmental impacts associated with the Project and presents mitigation measures to reduce those impacts to less-than-significant levels. Under PRC § 21064.5,⁵ a MND may be prepared when an IS identifies potentially significant environmental effects but (1) revisions in the project would avoid or mitigate those effects to a point where clearly no significant environment impact would occur, and (2) the record contains no substantial evidence that the revised project may result in a significant environmental effect.

The evaluation and proposed mitigation measures presented in this IS provide substantial evidence that the Project's potentially significant environmental impacts would be reduced to less-than-significant levels. Accordingly, this IS supports and formalizes the District's determination that an MND is the appropriate CEQA document for evaluating the environmental impacts of the Project.

¹ [California Environmental Quality Act, PRC §§ 21000 et seq.](#)

² [CEQA Guidelines, 14 CCR §§ 15000 et seq.](#)

³ [Initial Study, 14 CCR § 15063](#)

⁴ [Determining the Significance of the Environmental Effects Caused by a Project, 14 CCR § 15064](#)

⁵ [Definitions, PRC § 21064.5](#)

1.2 Document Organization

The content and format of this document are designed to meet the requirements of the CEQA Guidelines. This document is organized into the following sections:

- Section 1. Introduction:** Provides an introduction and the purpose of this report and outlines the organization of this document.
- Section 2. Project Information:** Provides an overview of the Project, summary of the environmental findings and recommended mitigation measures, and the lead agency's determination on the appropriate type of CEQA documentation.
- Section 3. Environmental Setting:** Describes the location of the Project, existing conditions of the Project Site, surrounding land uses, and the general plan land use designation and zoning of the Project Site.
- Section 4. Project Description:** Provides a detailed description of the planning, construction, and operations of the Project.
- Section 5. Evaluation of Environmental Impacts:** Contains the Environmental Checklist, an overview for each of the environmental issue areas, and analyzes the potential environmental effects of implementing the Project. Mitigation measures, if necessary, are included after each impact analysis.
- Section 6. Preparers:** Identifies the name of the person or persons who prepared or participated in the preparation this initial study.
- Section 7. References:** Identifies documents, websites, people, and other sources consulted during the preparation of this IS.

2 Project Information

- 1. Project Title** New District Office and Education Center Project
- 2. Lead Agency Name and Address** Santa Rosa City Schools (the District)
110 Stony Point Road, Suite 210
Santa Rosa, CA 95401
- 3. Contact Person and Phone Number** Erik Oden
Executive Director, Facilities, Maintenance & Operations
707-890-3800 Ext. 80235
eoden@srcs.k12.ca.us
- 4. Project Location** 211 Ridgway Avenue
Santa Rosa, CA 95401
- 5. Project Sponsor's Name and Address** Santa Rosa City Schools
110 Stony Point Road, Suite 210
Santa Rosa, CA 95401
- 6. Surrounding Land Uses and Setting**

The Project Site encompasses approximately 8 acres and is developed with permanent and portable structures. The northern portion is developed with the District's distribution warehouse and Central Kitchen/Child Nutrition Services (CNS). The central portion of the Project Site includes portable and permanent structures and a small garden. Stockpiled soils are in the southeast portion of the Project Site, and a one-story administrative building is in the southwest corner.

The Project Site is bordered on the north by the District's new distribution warehouse and childcare facility, a grass ballfield is to the northeast, Ridgway High School is to the east, Santa Rosa High School is farther east, residential uses are to the south, and government facilities, including the California Department of Forestry and Fire Protection (CAL FIRE) and the National Guard Armory, are to the west.
- 7. Description of Project**

The District proposes the demolition of existing permanent and portable structures on the Project Site and the construction of a new two-story building of approximately 59,633 square feet (SF) with a 31,944 SF footprint for use as the new District Office and Education Center. The new building would feature varied rooflines, with the tallest point reaching 36 feet above finished grade. The Project also includes repurposing and renovating approximately 6,696 SF of the existing distribution warehouse for use by

the M&O Department. Improvements would be made throughout the Project Site. Construction is anticipated to begin in summer 2026. A detailed description of the proposed improvements is provided in Section 4.

8. General Plan Land Use Designation

Public/Institutional

9. Zoning

PI Zoning District

10. Other Agency Approvals

- City of Santa Rosa Public Works
- Bay Area Air Quality Management District (BAAQMD)
- North Coast Regional Water Quality Control Board

11. California Native American Consultation

The District contacted local Native American tribal representatives on November 14, 2025; refer to Section 5.18 for more information.

12. Environmental Factors Potentially Affected

The environmental factors checked below could be affected by the Project and require mitigation to reduce their impacts to less-than-significant levels. The resource areas that are unchecked would have a less-than-significant impact or no impact on the environment and do not require mitigation.

- | | |
|---|---|
| ☐ Aesthetics | ☐ Mineral Resources |
| ☐ Agriculture and Forestry Resources | ☐ Noise |
| ☒ Air Quality | ☐ Population and Housing |
| ☒ Biological Resources | ☐ Public Services |
| ☒ Cultural Resources | ☐ Recreation |
| ☐ Energy | ☐ Transportation |
| ☐ Geology and Soils | ☒ Tribal Cultural Resources |
| ☐ Greenhouse Gas Emissions | ☐ Utilities and Service Systems |
| ☐ Hazards and Hazardous Materials | ☐ Wildfire |
| ☐ Hydrology and Water Quality | ☐ Mandatory Findings of Significance |
| ☐ Land Use and Planning | |

13. Mitigation Measures

The mitigation measures below would be required as a part of the Project to eliminate or reduce the Project's environmental impacts to less-than-significant levels. The mitigation measures would be finalized and adopted as a part of the Project's Mitigation Monitoring and Reporting Program, as required under 14 CCR § 15097,⁶ as part Project implementation.

⁶ [Mitigation Monitoring or Reporting, 14 CCR § 15097](#)

Air Quality

AQ-1 Construction Fugitive Dust

The District shall implement the following BAAQMD Basic Construction Mitigation Measures, by inclusion of such requirements in all construction contracts.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed prior to leaving the Project Site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

AQ-2 Construction Equipment Emissions Reduction

The District shall require that all off-road diesel-powered construction equipment with a rating of 50 horsepower or greater utilized during Project construction be equipped with EPA Tier 4 Final engines, to the greatest extent feasible. If Tier 4 Final equipment is not available, the contractor shall demonstrate that equipment meeting Tier 4 Final standards is not reasonably obtainable and shall substitute equipment meeting the highest available emissions standard. The contractor shall maintain records of equipment used on-site, including engine tier ratings, and make such records available to the District upon request.

Biological Resources

BIO-1 Nesting Bird Avoidance

Adequate measures should be taken to avoid inadvertent take of bird nests of native species protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (FGC) when in active use. This should be accomplished by taking the following steps.

- If construction is proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within seven days prior to the onset of tree and vegetation removal in order to identify any active nests on the Project Site and surrounding area within 100 feet of proposed construction for passerines and 500 feet for raptors. The proposed development area of the Project Site shall be resurveyed to confirm that no new nests have been established if construction has been delayed or curtailed for more than seven days during the nesting season.
- If no active nests are identified during the construction survey period, or development is initiated during the non-breeding season (September 1 to January 31), construction may proceed with no restrictions.
- If bird nests are found, an adequate setback shall be established around the nest location and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no disturbance zone shall be based on input received from the California Department of Fish and Wildlife (CDFW), and may vary depending on nest location, species, and sensitivity to disturbance. As necessary, the no disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the proposed development area on the Project Site.
- A report of findings shall be prepared by the qualified biologist and submitted for review and approval by the District prior to initiation of construction during the nesting season (February 1 to August 31). The report shall either confirm absence of any active nests or should confirm that any young are located within a designated no disturbance zone and construction can proceed. Following approval by the District, tree removal, building demolition, and construction within the nest buffer zone may proceed. No report of findings is required if vegetation removal, building demolition and other construction is initiated during the non-nesting season (September 1 to January 31) and continues uninterrupted according to the above criteria.

BIO-2 Bat Avoidance

Adequate measures shall be taken to avoid inadvertent take of special-status and more common bat species if present in the mature valley oak trees on the site. This should be accomplished by taking the following steps.

- A qualified biologist shall visually inspect the valley oak tree(s) with limb(s) to be pruned or removed due to inadvertent damage or decline for bat roosts within seven days prior to their removal or pruning. The biologist shall look for signs of bats including sightings of live or dead bats, bat calls or squeaking, the smell of bats, bat droppings, grease stains or urine stains around openings in trees, or flies around such openings. A tree with multiple hollows, crevices, forked branches, woodpecker holes, or loose and flaking bark have the highest chance of occupation and shall be inspected carefully.
- If signs of bats are detected, confirmation on presence or absence should be determined by the qualified biologist, which may include night emergence or acoustic surveys.

- Due to restrictions of the California Health Department, direct contact by workers with any bat is prohibited. The qualified bat biologist should be contacted immediately if a bat roost is discovered during construction.
- If an active maternity roost is encountered during the maternity season (April 1 to August 31), CDFW should be contacted for direction on how to proceed and an appropriate exclusion zone established around the occupied tree until young bats are old enough to leave the roost without jeopardy. The size of the buffer shall account for:
 - proximity and noise level of construction activities;
 - distance and amount of vegetation or screening between the roost and construction activities; and
 - species-specific needs, if known, such as sensitivity to disturbance.
- Where the qualified biologist has determined that a tree provides suitable habitat for bat roosting, its removal should be overseen by the qualified biologist according to the following procedure.
 - Pruning or removal of living trees or snags should preferably not occur during the maternity season between April 1 and August 31 to minimize the disturbance of young that may be present and unable to fly.
 - Pruning or removal of living trees or snags that provides suitable habitat for bats should preferably occur between the hours of 12 p.m. and sunset on days after nights when low temperatures were 50 degrees Fahrenheit or warmer to minimize impacting bats that may be present in deep torpor.
 - When it is necessary to perform crown reduction on a tree, remove an entire tree, or prune branches over 6 inches in diameter, preliminary pruning of small branches less than 2 inches in diameter shall be performed the day before. Pre-pruning is meant to minimize the probability that bats would choose to roost in those trees the night before the work is performed.
- A report of findings should be prepared by the qualified biologist and submitted to the District for review and approval prior to the initiation of tree removal or major pruning. The report should summarize the results of the pre-construction roosting survey and either confirm absence of any active roosts or define appropriate controls to be implemented under the supervision of the qualified biologist in accordance with the above criteria.

Cultural Resources

CUL-1 Archaeological Resources

Pursuant to 14 CCR § 15064.5(f)⁷, in the event that any historic or prehistoric subsurface cultural resources are discovered or if any precontact or historic-era subsurface archaeological features or deposits (e.g., ceramic, shell, stone, bone, trash scatters, foundations), including locally darkened soil (“midden”), which may conceal cultural deposits, are discovered during construction, all ground-

⁷ [Determining the Significance of Impacts to Archaeological and Historical Resources, 14 CCR § 15064.5\(f\)](#)

disturbing activity within 100 feet of the resource shall halt, and a qualified professional archaeologist (one who meets the Secretary of the Interior's Professional Qualification Standards for archaeology) shall be retained to assess the significance of the find. If the qualified archaeologist determines the archaeological material to be Native American in nature, the Native American community shall be included in the consultation process between the District, construction contractor, and archaeologist to develop a plan for avoidance, further evaluation, or treatment and documentation, consistent with current standards. Construction shall not resume at the location of the find until mitigation is complete.

In the event of data recovery of archaeological resources, the District and the qualified archaeologist shall prepare an Archaeological Research Design and Treatment Plan (ARDTP). The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to a less-than-significant level.

Tribal Cultural Resources

TCR-1 Tribal Cultural Resources

Refer to Mitigation Measure CUL-1.

14. Determination

On the basis of the evaluation presented herein, as the representative for the Lead Agency:

- ☐ I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Erik Oden
Signature

Erik Oden
Executive Director, Facilities, Maintenance & Operations
Printed Name and Title

6/8/2026
Date

Santa Rosa City Schools
Lead Agency



3 Environmental Setting

This section describes the location of the Project and the physical environmental conditions at and within the vicinity of the Project at the time the environmental analysis commenced. The environmental setting establishes the baseline physical conditions of the Project Site and surrounding areas when the environmental process was initiated. This section also includes a description of the planned uses of the Project Site and surrounding areas, per the City of Santa Rosa's General Plan⁸.

3.1 Project Location

The Project Site is located at 211 Ridgway Avenue, in the City of Santa Rosa, Sonoma County, California 95401, with the coordinates of 38° 26' 57.8324" N, 122° 43' 26.7240" W. The Project Site is north of Ridgway Avenue and east of Ripley Street. Mendocino Avenue is east of the Project Site; Bear Cub Way is to the north. Armory Drive and U.S. Highway 101 (US 101) are approximately 350 feet to the west. Regional access from US 101 is via the College Avenue on- and off-ramps, approximately 0.25 miles south of the Project Site. **Figure 1** shows the Project Site and surrounding roadways.

3.2 Project Site

The Project Site is associated with Sonoma County Assessor's Parcel Number 180-470-007, and is owned by the District. It encompasses approximately 8 acres of a larger 50-acre parcel. As shown in **Figure 1**, it is irregularly shaped and located in the western portion of the parcel. The Project Site is relatively flat and its elevation ranges between 148 and 151 feet above mean sea level. Surface drainage at the Project Site currently flows to the south, west, and east toward a series of storm-drain grates that eventually outlet to the City Storm Drain Main at the northwest corner of the Project Site (Ripley Street).

The Project Site is developed with permanent and portable structures and surface parking. The northern portion includes a large permanent building that operates the District's distribution warehouse and the CNS Kitchen. Portable and permanent structures are south of the permanent building in the center of the Project Site. These structures are used by the M&O Department, the District's Adult Transition Program, and as storage. Vehicles are parked throughout on the paved surfaces. The eastern perimeter of the Project Site encompasses a portion of a baseball outfield, located north of Ridgway High School. **Figure 2** shows a recent aerial view of the Project Site and surrounding urbanized uses.

The southern portion of the Project Site is surrounded by screened fencing. The southwest portion is developed with a one-story permanent building. Most of the building is vacant, but for a small area used by the District's Information Technology Department. The building is surrounded by landscaping, including three valley oak trees. The southeast portion of the Project Site contains stockpiled soil on a paved area, which was previously developed with portable building structures. The soil is from the construction of the District's new distribution warehouse located north of the Project Site and has been treated for erosion control.

⁸ [Santa Rosa General Plan 2050, Adopted June 2025](#)

In July 2023, the District Board of Education approved the closure of the District Administrative Office located in the southern half of the Project Site and relocation of administrative operations to 110 Stony Point Road, approximately 2 miles southwest of the Project Site. Relocated uses include the District's Educational Services, Business Services, Human Resources, and Special Services. The District determined that the portable structures in the southern half of the Project Site were unsafe for occupancy and posed health and safety conditions. With the administrative operations relocated offsite during the first quarter of 2024 in an effort to reduce health and safety concerns and potential hazards and eliminate potential attractive nuisance, the District demolished 10 portable structures located in the southeast portion of the Project Site, including former Buildings E, F, G, H, I, L, Child Care, U1, U2, and M. Utilities associated with these structures were capped, and prior to their demolition potential hazardous building materials were tested and abated accordingly. Three sweetgum trees located near these buildings were protected in place.

Figure 3 identifies the buildings that were demolished in the southern portion of the Project Site. **Figure 4** shows an aerial view of the Project Site and surrounding areas prior to the removal of the dilapidated structures. **Figure 5** shows the existing conditions of the Project Site.

3.3 Surrounding Uses

The Project Site is surrounded by institutional and residential land uses. As mentioned, the District's new warehouse building is immediately north of the Project Site. Prior to its construction in 2024, as shown in **Figure 4**, this area was paved and contained storage buildings, a small parking area, and landscaping with trees. North of the new warehouse building is a childcare facility that is owned/operated by the Santa Rosa Junior College. Northeast of the Project Site is a turf field and tennis courts used by Santa Rosa High School. East of the Project Site is a turf field and portable buildings used by Ridgway High School, which is the District's continuation high school. Additional sports fields and the Santa Rosa High School campus are farther east and northeast.

Ridgway Avenue borders the southern perimeter of the Project Site. The northern half of Ridgway Avenue is developed with one through westbound lane, diagonal street parking spaces, and a sidewalk. South of Ridgway Avenue is a residential community. Ripley Street borders the western perimeter of the Project Site and dead ends near the northern boundary of the Project Site. The southern end of Ripley Street, north of Ridgway Avenue includes sidewalks on both sides of the road, up until the first driveway on both sides of the streets. West and northwest of Ripley Street are facilities operated by CAL FIRE and the National Guard Armory, respectively; the properties are developed with warehouses, office spaces, paved areas, staged military equipment, and shipping containers.

3.4 General Plan Land Use and Zoning

The Project Site is located within a parcel that has a land use designation of Public/Institutional and a special zoning district of PI. This designation permits 25-40 units per gross acre minimum and 300 SF of building area per employee and permits operation of government or semi-public facilities, such as

hospitals, utilities, and government office centers.^{9,10} As shown in **Figure 6**, the designated zoning of the surrounding areas include Public and Institutional to the east, west, and north and Single-Family Residential, Medium Density Multi-Family Residential, Multi-Family Residential, and Planned Development to the south. General Plan land uses of the surrounding area include Public/Institutional to the east, west, and north and low and medium residential to the south.

California Government Code §§ 53094 et seq.¹¹ allows the governing board of a school district to render city or county zoning ordinances and general plan requirements inapplicable to its property. The District's Board of Education may exempt the Project and campus from any zoning ordinances or regulations of the City of Santa Rosa, including, without limitation, the City's Municipal Code¹², General Plan¹³, and related ordinances and regulations that otherwise would be applicable.

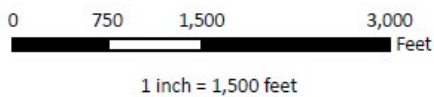
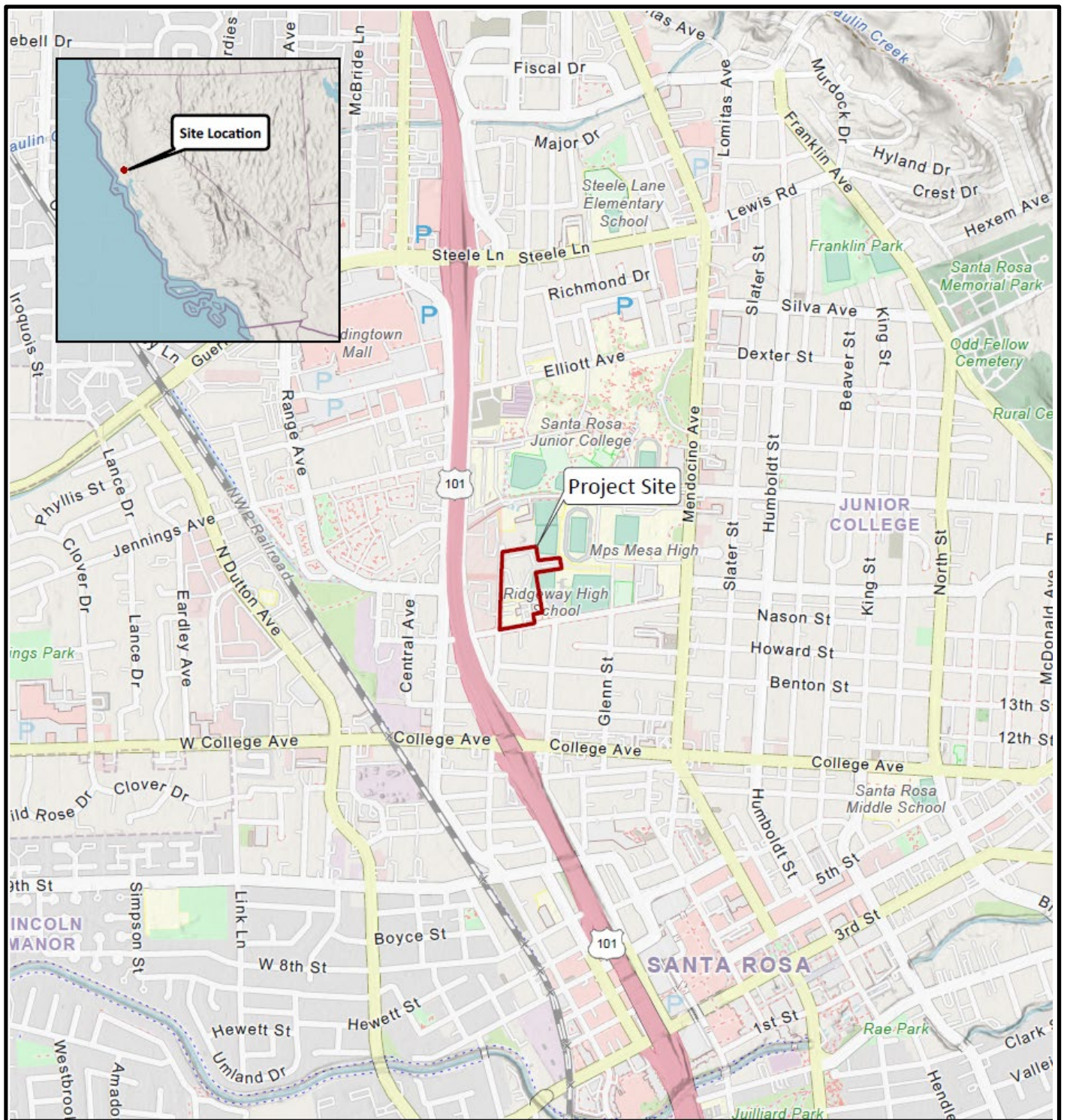
⁹ [Santa Rosa General Plan 2050 Final Environmental Impact Report](#)

¹⁰ [Chapter 20-26.020: Purposes of special purpose districts.](#)

¹¹ [California Government Code § 53094](#)

¹² [City of Santa Rosa, CA Municipal Code](#)

¹³ [Santa Rosa General Plan 2050, Adopted June 2025](#)



Legend

Project Boundary

Base Map: Open Street Maps

SAFETY FIRST



CLIENT: Santa Rosa City Schools

PROJECT: New District Office and Education Center Project

PROJECT NUMBER: C102.001

Site Location

FIGURE 1



----- Project Site

Not To Scale

Source: Google Earth Pro. Imagery Date: 8/17/2025.



SAFETY FIRST



CLIENT:

Santa Rosa City Schools

PROJECT:

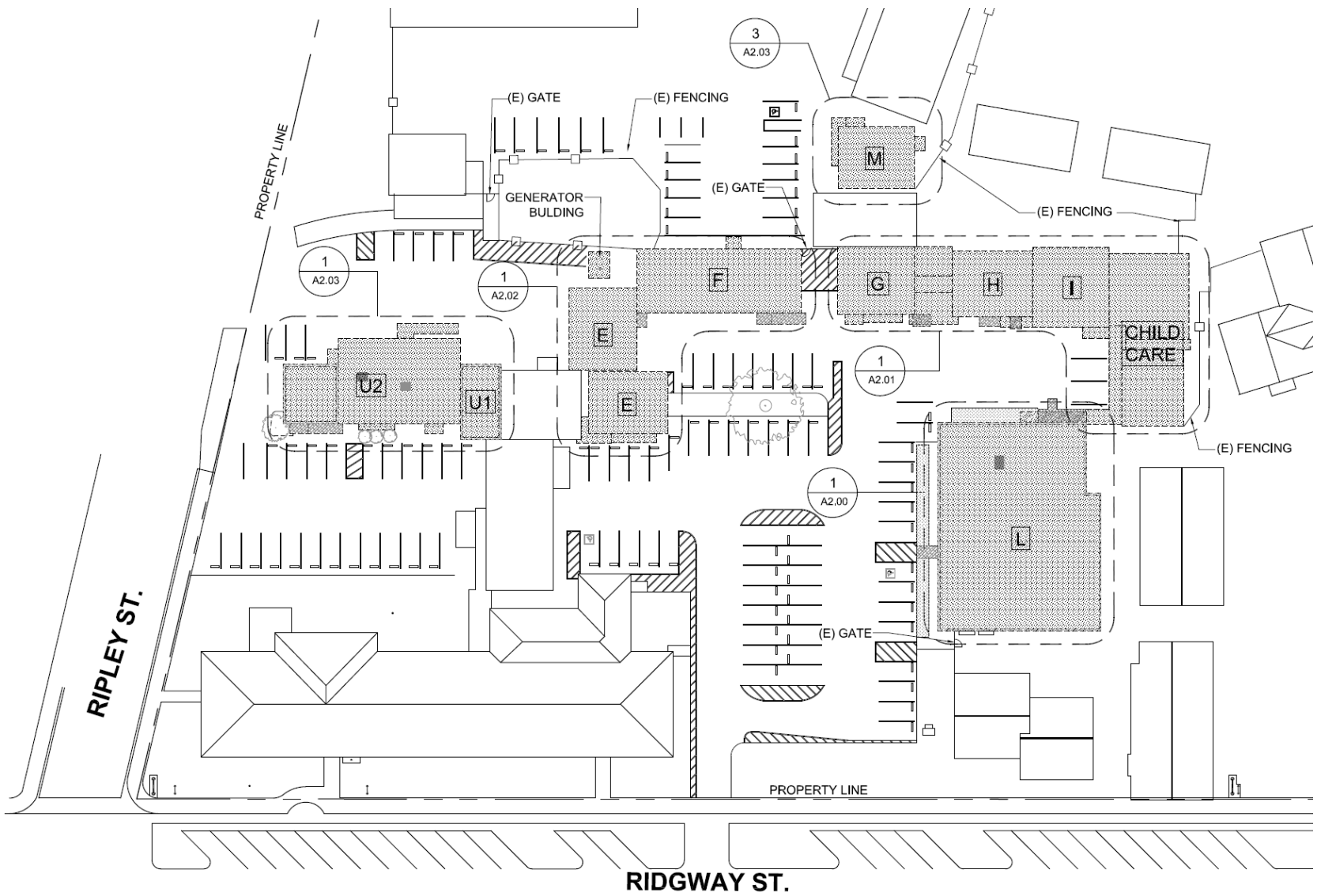
New District Office and
Education Center Project

PROJECT NUMBER:

C102.001

Aerial Map (2025)

FIGURE 2



Not To Scale

Source: Strata Architecture. December 4, 2023.



SAFETY FIRST



CLIENT:

Santa Rosa City Schools

PROJECT:

New District Office and
Education Center Project

PROJECT NUMBER:

C102.001

Demolished Buildings

FIGURE 3



----- Project Site

Not To Scale

Source: Google Earth Pro. Imagery Date: 4/20/2023



SAFETY FIRST



CLIENT:

Santa Rosa City Schools

PROJECT:

New District Office and
Education Center Project

PROJECT NUMBER:

C102.001

Aerial Map (2023)

FIGURE 4



Facing northeast at the Ripley Street and Ridgway Avenue intersection with a view of the existing administration building and two Valley Oak Trees on Ridgway Avenue that would be protected.



Facing northeast on Ripley Street with a view of the back of administration building (right) and maintenance facilities (background) and two Valley Oak Tree that would be protected in place.



Facing northwest on Ridgway Avenue near southeast corner of Project Site.

Source: Google Earth Pro

SAFETY FIRST	CLIENT: Santa Rosa City Schools	Photographs
	PROJECT: New District Office and Education Center Project PROJECT NUMBER: C102.001	

FIGURE 5

4 Project Description

This section describes the proposed New District Office and Education Center Project, which consists of two main components:

- construction of a new building to house the District Office and Education Center, including the District's Human Resources, Special Services, Educational Services, and Business Services departments, the Adult Transition Program, and the District Boardroom; and
- repurposing and modernization of the District's distribution warehouse for use by the District's M&O Department.

Figure 7 illustrates the planned improvements on the Project Site.

4.1 District Office and Education Center

The proposed District Office and Education Center (DOEC) would occupy approximately 4.5 acres in the southern portion of the approximately 8-acre Project Site and include construction of the new building and associated site improvements such as surface parking, walkways, utilities, landscaping, and driveways/fire lanes. **Figures 8 through 11**, show the conceptual renderings of the proposed District Office and Education Center.

New Building

The proposed permanent building would be a two-story, steel-framed structure totaling approximately 59,633 SF with a 31,944 SF footprint. The new building would be constructed in the mid-western portion of the DOEC site. The design would incorporate multiple points of ingress and designated emergency egress locations for safety and accessibility.

Ground Floor

The main entrance to public and community spaces would be located on the east side of the building, with a secondary entrance on the south side. Both entrances would open into a central lobby that would provide direct access to:

- Human Resources offices, including onboarding rooms, near the mid-central portion of the building,
- Special Services along the mid-western perimeter,
- District Boardroom in the southeast corner, with seating for up to 260 people, and
- Wellness & Engagement offices in the southwest corner,

The Adult Transition Program would occupy the northern end of the first floor. Primary entrance to the program would be from the northeast corner of the building that would provide access to a lobby and a hallway with seven classrooms, including an instructional "apartment" designed for life skills training. Other spaces would include offices, maintenance areas, and storage rooms.

Second Floor

The second floor of the new building would house Educational Services, Business Services, and administrative functions, including the Superintendent, Purchasing, Fiscal, and Facilities/M&O departments. The offices would have access to an outdoor rooftop terrace in the northeast portion of the new building.

Restroom facilities, storage, and conferences spaces would be available throughout the first and second floors of the building. Two sets of elevators and stairs would be installed in the public and community area and also within the administrative office area. **Figures 12 and 13** provide floor plans for the first and second floors.

Parking and Circulation

Surface parking would be available in three lots located north, east, and south of the proposed new building. The Project would include a total of 240 off-street parking spaces, including 59 stalls in the southern lot and 181 stalls in the eastern and northern lots. The proposed parking lots would be compliant for wheelchair and van accessibility, including five van accessible stalls and nine standard accessible stalls. The Project would also include 52 electric vehicle (EV) capable stalls and 12 EV charging stations (1 van accessible and 11 standard stalls). One bike locker and one bike rack for a total of 12 bike stalls would be located near the entrance to the Adult Transition Program.

A curbside passenger loading area would be constructed in the east parking lot. Main access to the front of the building would be from the east lot, accessed from a relocated driveway apron on Ridgway Avenue, as well as from the south and north parking lots. Two existing driveways from Ripley Street would provide access to the northern and southern lots.

The Project would also include the installation of two solar photovoltaic carports in the northern and eastern lots that would generate electricity, and are designed to provide approximately 50 percent of the Project's electricity demand.

A trash enclosure, which would be large enough to accommodate trash and recycling bins, would be installed in the northwest corner of the Project Site. Fencing would be installed along the northern and eastern perimeters to separate the DOEC site from the uses on the north and east.

Landscape and Hardscape

Landscaping and hardscape improvements would be installed around all four sides of the building. As shown in **Figure 14**, outdoor features around the new building would include the following.

- **Front Entry Plaza:** The main entrance into the new building in the mid-eastern portion of the new building would be paved with decorative landscaping and boulders and include area lighting strategically placed to create a welcoming entry and provide security. Primary access to the Adult Transition Program in the northeast portion of the building would also be from this plaza.
- **Outdoor Gathering Courtyard:** An outdoor courtyard would be located south of the front entry plaza, and east of the Boardroom in the southeast portion of the building. The courtyard would be

paved and surrounded by decorative fencing. It would provide a shaded event space with permanent benches, chairs, picnic tables, and area lighting.

- **Learning and California Native Gardens:** A learning garden would be located north of the front entry plaza, northeast of the new building. The area would be paved and include wood planter boxes, a compost bin, and a washing station. A California native garden would be planted east of the learning garden, adjacent to the parking lot and include grass, native tree, and shrub landscaping, as well as benches. Picnic tables and chairs would be installed in front of the Adult Transition Program entrance.
- **Planting Stream:** An artificial stream would be located north of the building and learning garden. It would stretch from the eastern parking lot to Ripley Street. Shrubs, boulders of various sizes, and cobblestones would be installed within the planting stream. An 8-foot-wide concrete crossing would be provided over the bioretention swale to provide access from the building and learning garden to the Sports Area; refer to next paragraph.
- **Sports Area:** A half basketball court and a volleyball/pickleball court would be located north of the planting stream. The Sports Area would include a rubber surface. Benches would be installed around the courts.
- **Southern Lawn:** A lighted walkway would be provided from the southern building entrance to another walkway along the northern side of the southern parking lot. A grass lawn and shrubs would be planted between the building and walkways. Grass and oak trees would also be planted on the south side of the lot along Ridgway Avenue.
- **Western Lawn:** The area between the new building and Ripley Street would be planted with grass.

The exterior perimeters of the northern and eastern lots would be planted with drought tolerant ground covers. Twenty new live oak trees in 36-inch boxes would be planted along the western and southern perimeters of the Project Site and within the California Native Garden. Other trees and shrubs would also be planted around the building and along the eastern and northern perimeters, and planters in the middle aisle of the eastern parking lot. All landscaped areas would be irrigated.

Three existing mature valley oak trees located within the Project Site would be preserved in place: one in the landscaped area north of the existing administration building, and two along the Ridgway Avenue landscape/sidewalk area. A fourth oak tree within the Ripley Street right-of-way near the northern driveway to the new building would remain protected.

Stormwater

The DOEC site would be graded to direct stormwater runoff from the western and southern perimeters and from the building and parking lot toward the planting stream and other landscaping around the building and curbs on both sides of the parking lots. The runoff would percolate into the soil in landscaped areas. Two catch basins installed in the center of both ends of the eastern parking lot would collect stormwater runoff into an underground drainage system before it is released into the municipal stormwater system at or below the existing rate.

Utility Systems

Existing wet and dry utility lines located beneath the proposed new building would be removed and capped for re-connection with the new lines, including electrical, communication, fire alarm, gas, potable water, fire water, sewer, and stormwater. The new building system would be connected to those previously existing on the Project Site. The Project's fire water line would require a new off-site connection to an existing line under Ripley Street, near the second driveway. All other utilities would be tied to existing lines on the Project Site.

Sustainable Features

Various sustainable building design and energy conservation features would be incorporated into the design, construction, and operation of the new DOEC building to meet or exceed the California Title 24 requirements.¹⁴ First, the new building would not include any natural gas appliances or natural gas plumbing. Additionally, the Project would provide for high-performance building design and would add energy conservation measures to reduce annual utility costs.

- The design and placement of the proposed building would be optimized for a north-south orientation to maximize the use of natural daylight and minimize the need for artificial lights.
- The building would include a skylight through the center of the building.
- Sustainable building design features would include heating, ventilating, and air conditioning (HVAC) systems that would consider capital costs, operational costs, and efficiencies to achieve energy efficiency, improved indoor environmental quality, and maximized building life.
- The building would include increased insulation values in walls and attic spaces and high-efficiency windows and doors.
- Energy Star appliances would be used.
- Tankless water heater systems would be installed.
- Water-efficient plumbing fixtures would be installed for toilets, sinks, and showers.
- EV parking locations would be provided.
- Permeable paving would be used in the parking lots.
- Stormwater control basins and bioswales would be utilized on the Project Site.
- Drought-tolerant landscaping with a high-efficiency irrigation system with smart sensor controls would be utilized.
- Solar photovoltaic carports would be installed in the northern and eastern lots.
- Renewable, salvaged, and recycled materials would be given preference in construction of the new building.

¹⁴ [California Building Standards Code](#)

4.2 Maintenance and Operations Facility

The Project would repurpose and modernize the western portion of the existing building located north of the proposed new building where the existing distribution warehouse is located for use by the District's M&O Department. **Figure 15** shows a conceptual rendering of the M&O facility.

Building Renovation

The western 6,696 SF portion of the existing warehouse/CNS building would be renovated. An existing roll-up gate related to a truck dock on the south side of the building would be removed and patched. New partitions would be installed within the interior of the building to create the following rooms: break room in the northern portion of the renovation area, two single-stall restrooms, a mechanical shop, custodian room, and a fire pump room. Designated areas would be provided for a key shop and equipment storage.

The northern three-quarters of the western portion of the building would be removed and replaced to include the main entrance and two roll-up garage doors for equipment and vehicles to be driven into the building. The area west of the doors would be covered to provide shade while work is conducted outdoors. A second door would be installed behind the breakroom with access to a new parking lot north of the building.

Site Work, Parking, and Circulation

All existing portable structures and containers around the existing building would be demolished or removed for work at the Project Site. The existing loading docks on the south side of the building would be removed and the area resurfaced and paved for through access to the parking lot east of the building. A new parking lot would be installed west of the building, and the existing lots on the north and east sides of the building would be resurfaced and marked. Access to the new M&O area and existing building operations would be from the existing terminus of Ripley Street.

The western lot would include 19 stalls, including a van accessible stall (designed for wheelchair vans with side ramps) and would be accessed by two driveways on the north and south ends of the lot. The southern driveway would also provide access to the new driveway south of the building to the existing eastern lot.

A third driveway would provide access to the existing northern and eastern lots. The main entrance to the existing uses of the building would be from the northern lot, which would include 41 total stalls, including 2 that are access compliant. The eastern lot, including 21 stalls, would provide a designated parking area for District vehicles; it would be accessed through a locked gate from the eastern boundary of the northern lot.

Utilities

The renovated building would be connected to new utility systems. New plumbing would be installed in the restrooms, the breakroom, and custodial room. Electrical and communication conduits, a fire alarm, and fire sprinklers would be installed for the entire renovated area. The new utilities for the M&O area

would be connected to existing systems under the Project Site in areas not developed with structural improvements.

The Project Site would be graded to collect stormwater runoff at low points using catch basins, drain inlets, and area drains in paved areas and other water-retention features. Runoff would be managed and conveyed to catch basins adjacent to the eastern parking lot and landscape areas and then conveyed underground to a storm drain line under Ripley Street.

4.3 Operations

All existing M&O operations at the Project Site and all other administrative operations that have been temporarily relocated to 110 Stony Point Road would continue or return to the Project Site once the new DOEC building and M&O area are habitable. The Project would not result in any new uses or operations. When not used by the District, the new facilities, such as the Boardroom would be available for community use through the Civic Center Act and District Board policies.

4.4 Construction

Construction of the Project would commence in August 2026 and end in November 2027, a duration of approximately 16 months. **Table 1** shows the general sequence of construction activities.

Table 1. Construction Phases and Durations

Phase	Start Date	End Date	Duration
1. Demolition, Clearing, and Debris Hauling	08/01/2026	08/23/2026	22 days
2. Site Preparation and Utility Work	08/01/2026	08/23/2026	22 days
3. Grading	08/28/2026	09/01/2026	4 days
4. Building Construction	09/04/2026	05/17/2027	255 days
5. Asphalt Paving	06/16/2027	08/16/2027	61 days
6. Architectural Coatings	08/16/2027	11/16/2027	92 days
7. Finishing/Landscaping	10/17/2027	11/16/2027	30 days

Existing improvements within the development footprint of the DOEC site—except for mature valley oak trees—would be demolished and removed. Demolition activities would include permanent and portable buildings, aboveground utility systems, underground utilities within the building pad, landscaping, surface parking, gravel areas, and a small section of the left outer ballfield located north of Ridgway High School. The asphalt/concrete (AC) pavement, gravel, and landscaping on the west of the existing building would be removed. The existing AC pavement north, south, and east of the existing buildings would be micro milled.

Project implementation would require the exportation of approximately 4,333 cubic yards of soils during site preparation, rough grading, and fine grading activities. Due to liquefiable soils on the Project Site, an

approximately 33-inch-thick gravel raft foundation would be installed below the proposed new building. All construction activities would comply with the California Building Standards Code (CBSC).¹⁵ Recommendations identified in the Project-specific geotechnical investigation have been incorporated into the planning and design of the proposed DOEC improvements. Construction would comply with the recommendations therein.

Prior to the start of demolition and site-clearing activities, the Project Site would be secured with silt fencing to limit trespassing and vandalism, as well as control erosion. Storm drains and inlets and catch basins would be protected with sandbags. One construction access driveway is proposed via the proposed northern driveway of the DOEC site on Ripley Street. The driveway would be stabilized and equipped with tire washes to prevent tracking sediment offsite.

The Project would comply with the most recent best management practices (BMPs) included in the National Pollutant Discharge Elimination System (NPDES) general permit for stormwater discharges associated with construction and land disturbance activities. The BMPs include good site management, “housekeeping,” covering stockpiled material, measures for waste management, vehicle equipment storage and maintenance, and containment for chemicals and other construction materials.

The four valley oak trees, which includes one tree in the public right-of-way, would be protected with tree armor around the tree trunk and fencing installed at the drip line; dead branches would be pruned. A sandbag barrier would be installed adjacent to the fencing within the Project Site. Existing stormwater drain inlets within the Project Site would be protected with posts for temporary silt fencing and a linear sediment barrier, and an erosion control blanket or geosynthetic fabric. Construction vehicle entry would be from the northernmost driveway within the DOEC on Ripley Street. Corrugated steel panels and a sediment berm would be laid down at the construction entry driveway; a trapping sump would be installed next to the entrance. Stockpiles would be located in the area northeast of the building. Stockpiles would be covered by plastic sheeting or temporary cover geosynthetic fabric that would be anchored by gravel-filled bags and surrounded by fiber roll or similar material. A temporary concrete washout facility would also be installed to ensure vehicles leaving the Project Site do not pollute areas offsite.

4.5 Construction Best Management Practices

The Project would be designed, constructed, and maintained in full compliance with all applicable provisions of the CBSC (Title 24, California Code of Regulations) and relevant parts including, but not limited to, the California Building Standards Code, California Residential Code (if applicable), California Electrical Code, California Mechanical Code, California Plumbing Code, California Energy Code, California Fire Code, California Existing Building Code for modernization of the new M&O facility, California Green Building Standards Code (CALGreen), California Referenced Standards Code, and all applicable accessibility requirements. The Project would incorporate all mandatory and applicable prescriptive and performance-based standards set forth in the CBSC.

¹⁵ [California Building Standards Code](#)

The District and its construction manager would also implement the following construction BMPs and regulations that would ensure compliance with adopted environmental laws and regulations.

Construction Noise

- Construction activities would be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, unless the District has coordinated with the City for approval to work outside these hours.
- Utilize the best-available noise suppression devices and techniques during construction activities.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Prohibit unnecessary idling of internal combustion engines.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- Establish construction staging areas at locations that would create the greatest distance between the construction-related noise source and noise-sensitive receptors nearest the Project Site during all Project construction.
- Limit construction traffic—to the extent feasible—to haul routes approved in advance of issuing building permits by the City.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far away as feasible from residential receptors.
- Prohibit construction workers’ music/radios or other unnecessary exterior noise sources at the Project Site.
- Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to the adjacent land uses and nearby residences.
- Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler or the like) and require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the Project Site and include it in the notice sent to neighbors regarding the construction schedule.
- To reduce vibration impacts from paving, use a static roller in lieu of a vibratory roller; for grading and earthwork activities, use off-road equipment limited to 100 horsepower or less; and if impact pile driving is proposed, implement one or more of the following alternate methods:
 - Use caisson drilling (drill piles), vibratory pile drivers, oscillating or rotating pile installation methods, pile pressing, “silent” piling, and jetting or partial jetting of piles into place using a water injection at the tip of the pile, or if geological conditions permit, cast-in-drilled-hole foundation systems shall be used instead of impact pile driving.

- Foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. Pre-drilling foundation pile holes is a standard construction noise-control technique. Pre-drilling reduces the number of blows required to seat the pile.
- Temporary noise-control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise-control blanket barriers can be quickly erected. If the hammer is shrouded, about 3 to 5 A-weighted decibels (dBA) of noise reduction could be expected, and more reduction could be achieved with the inclusion of a property line barrier. If a noise-control blanket is erected on the receiving buildings, 5 to 10 dBA of noise reduction could be achieved depending on how much shielding can be reasonably achieved.

Air Quality

Under federal and State laws, the California Air Resources Board (CARB) oversees the compliance of the federal Clean Air Act, through the State Implementation Plans. Local districts, including the BAAQMD, enforce air pollution regulations to achieve and maintain surrounding (or ambient) air quality standards. The provisions applicable to the Project are summarized as follows:

- **Regulation 2, Rule 1, General Permit Requirements:** Includes criteria for issuance or denial of permits, exemptions, appeals against decisions of the Air Pollution Control Officer and BAAQMD actions on applications.
- **Regulation 2, Rule 2, New Source Review:** Applies to new or modified sources and contains requirements for best available control technology and emission offsets. Rule 2 implements federal New Source Review and Prevention of Significant Deterioration (PSD) requirements.
- **Regulation 6, Rule 1, General Requirements:** Limits the quantity of particular matter in the atmosphere by controlling emission rates, concentration, visible emissions, and opacity.
- **Regulation 6, Rule 6, Prohibition of Track-out:**¹⁶ Controls track-out of solid material onto public paved roads from three types of sites: large bulk material sites, large construction sites, and large disturbed area sites. Under this regulation, the owners and operators of a construction site are required to clean up track-out on public roadways within four hours of identification and at the conclusion of each workday. The rule also includes requirements regarding the emission of fugitive dust during cleanup of track-out, and requirements for monitoring and reporting track-out at regulated sites.
- **Regulation 7, Odorous Substances:** Places general limitations on odorous substances and specific emission limitations on certain odorous compounds. A person (or facility) must meet all limitations of this regulation; however, meeting such limitations shall not exempt the person or facility from any other requirements of the BAAQMD, State, or federal law.

¹⁶ Track-out is dirt, mud, or other debris tracked onto a paved public roadway by a vehicle leaving a construction site.

Waste Management Plan

The District would require, through contractual obligations, that the Project achieve end-of-project rates for salvage/recycling that does not exceed two pounds per square foot of building area or at a minimum of 50 percent by weight of total non-hazardous solid waste generated during the construction of the Project. The District would also require, through contractual obligations, the development of a waste management plan, which would include the following:

- Identification of the construction and demolition waste materials that can be diverted from disposal by efficient usage, recycling, and/or reuse on the Project or salvage for future use or sale.
- Determination of whether construction and demolition waste materials would be sorted onsite (source separated) or bulk mixed (single stream).
- Identification of diversion facilities where collected construction and demolition waste material would be taken.
- Calculation by weight or volume, but not by both, of the amount of diverted construction and demolition waste materials diverted.

Water Quality

The District would comply with the NPDES General Permit for Construction Activity, which requires projects on 1 acre or more to notify the Regional Water Quality Control Board. The Project would comply with the State Water Resources Control Board's (SWRCB) Construction General Permit (Order No. 2022-0057-DWQ), which would require the District and its construction contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would identify BMPs to control and reduce construction-related pollutants from discharging into waterways. The BMPs may include those from the California Stormwater Quality Association and would address erosion control, perimeter control, wind erosion control, storm drain inlet protection, tracking control, and general site management. Adherence to the SWPPP would reduce potential effects of Project construction on water quality to acceptable standards.

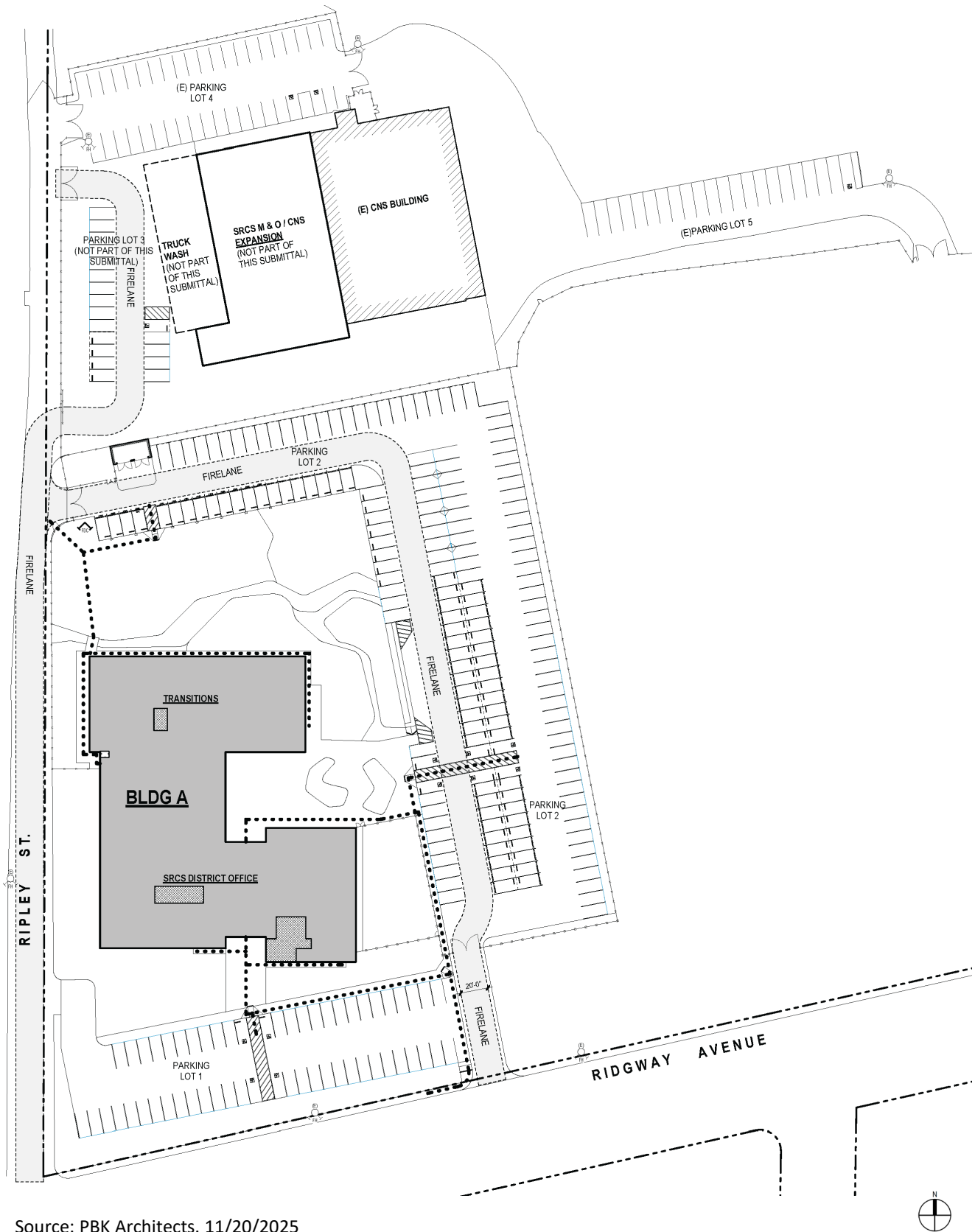
4.6 Approvals Required for the Project

The following approvals would be required for Project implementation.

Table 2. Approvals Required for the Project

Lead Agency	Activity
Santa Rosa City Schools	• Approval of the Project. • Adoption of the MND and Mitigation Monitoring and Reporting Program.
Responsible Agency	Activity

City of Santa Rosa	Approval of the relocation of the driveway on Ridgway Avenue, new driveways on Ripley Street, and tie-in/connections to off-site water line.
SWRCB	Approval of Construction General Permit, NPDES permit, and SWPPP.
Reviewing Agency	Activity
California Department of General Services, Division of the State Architect	Approval of building and construction plans.



Source: PBK Architects. 11/20/2025

10.06.25_SRC'S_M&O_50 SAFETY FIRST	CLIENT: Santa Rosa City Schools	Overall Site Plan
terrphase engineering	PROJECT: New District Office and Education Center Project PROJECT NUMBER: C102.001	

FIGURE 7



Rendered view of the main entrance plaza of the DOED Building from the eastern parking lot, the gathering space on the left side of the rendering, the California Native Garden, and drop-off area on the right side of the rendering.

Not To Scale

Source: PBK Architects



SAFETY FIRST



CLIENT:

Santa Rosa City Schools

PROJECT:

New District Office and
Education Center Project

PROJECT NUMBER:

C102.001

**Conceptual Rendering of
Building – From East**

FIGURE 8



Facing southwest with a rendered view of the eastern parking lot and drop-off zone on the left side of the rendering and the northern and eastern sides of the building, the California Native Garden, Learning Garden, mulch area, Planting River, and Sports Area on the right side of the rendering

Not To Scale Source: PBK Architects 	SAFETY FIRST		Conceptual Rendering of Building – From Northeast
		CLIENT: Santa Rosa City Schools	
		PROJECT: New District Office and Education Center Project	
		PROJECT NUMBER: C102.001	FIGURE 9



Facing northwest with a rendered view of Ridgway Avenue at the right-bottom side of the rendering, the southern and eastern parking lots, and south and east sides of the DOED building.

Not To Scale

Source: PBK Architects



SAFETY FIRST



CLIENT:

Santa Rosa City Schools

PROJECT:

New District Office and
Education Center Project

PROJECT NUMBER:

C102.001

**Conceptual Rendering of
Building – From Southeast**

FIGURE 10



View of the west side of the DOED building and conceptual landscaping along the western perimeter and Ripley Street.

Source: PBK Architects		 SAFETY FIRST 	CLIENT: Santa Rosa City Schools	Conceptual Rendering of Building – Along Ripley Street
			PROJECT: New District Office and Education Center Project	
			PROJECT NUMBER: C102.001	FIGURE 11



SAFETY FIRST	CLIENT: Santa Rosa City Schools	Floor Plan – Level 1
	PROJECT: New District Office and Education Center Project	
	PROJECT NUMBER: C102.001	

FIGURE 12



SAFETY FIRST	CLIENT: Santa Rosa City Schools	Floor Plan – Level 2
	PROJECT: New District Office and Education Center Project	
	PROJECT NUMBER: C102.001	

FIGURE 13



SAFETY FIRST



CLIENT: Santa Rosa City Schools

PROJECT: New District Office and Education Center Project

PROJECT NUMBER: C102.001

Conceptual Landscape Plan

FIGURE 14



View of the M&O Facility with parking lot and truck wash.

Not To Scale

Source: PBK Architects



SAFETY FIRST



CLIENT:

Santa Rosa City Schools

PROJECT:

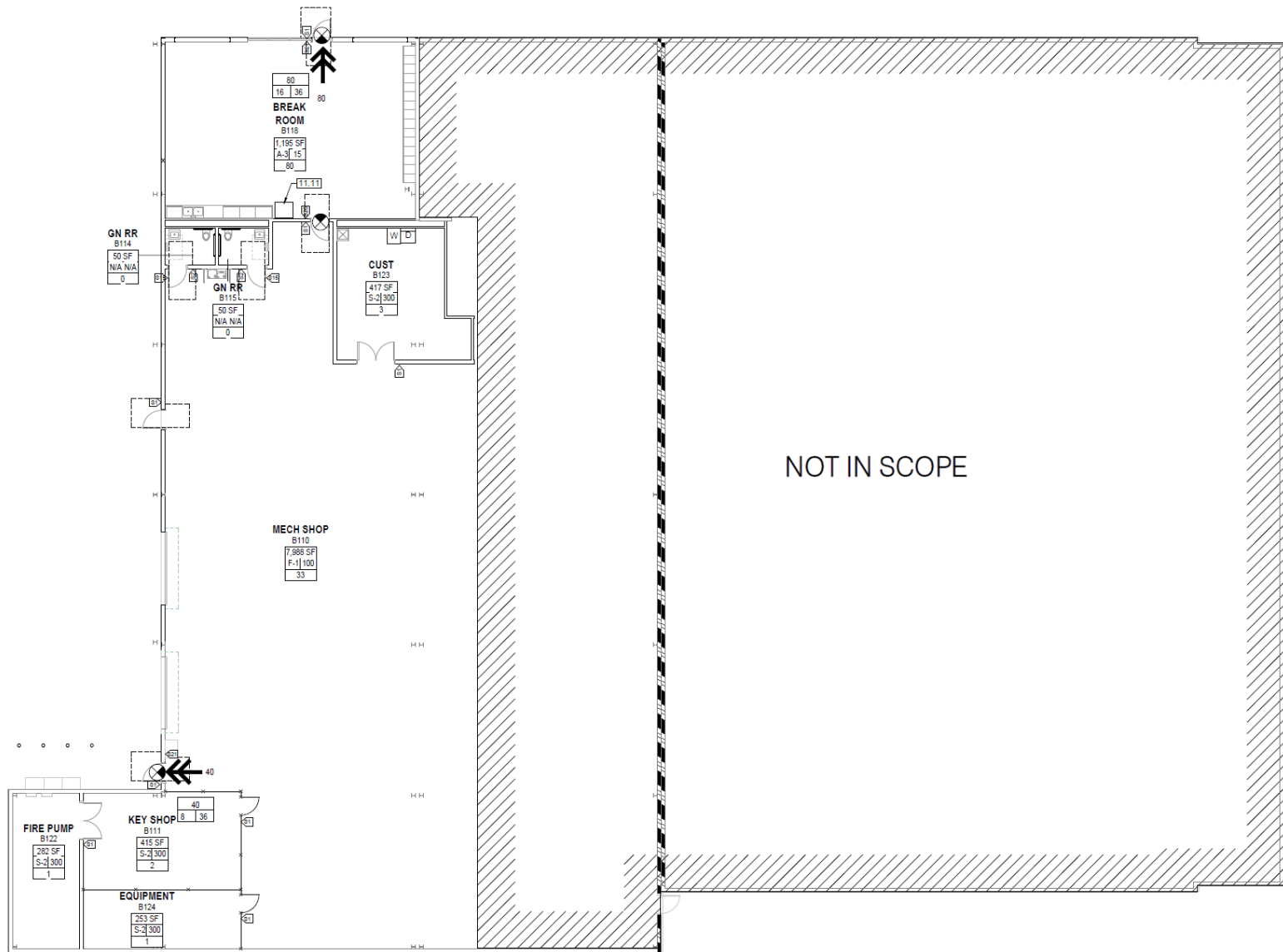
New District Office and
Education Center Project

PROJECT NUMBER:

C102.001

**Conceptual Rendering of
M&O Building**

FIGURE 15



Not To Scale

Source: PBK Architects. March 16, 2026.



SAFETY FIRST



CLIENT:

Santa Rosa City Schools

PROJECT:

New District Office and
Education Center Project

PROJECT NUMBER:

C102.001

M&O Floor Plan

FIGURE 16

5 Evaluation of Environmental Impacts

This section evaluates the Project's potential impacts on the environment surrounding the Project Site. The impact analysis is based on the environmental checklist questions contained in Appendix G of the CEQA Guidelines and is conducted as follows.

1. A brief explanation is provided for all answers except **"No Impact"** answers that are adequately supported by the information sources the lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects such as the project falls outside a fault rupture zone. A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. An indication of a **"Potentially Significant Impact"** is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. A **"Less-Than-Significant Impact With Mitigation Incorporated"** applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration.¹⁷ In this case, a brief discussion should identify the following:
 - A. **Earlier Analyses Used.** Identify and state where they are available for review.
 - B. **Impacts Adequately Addressed.** Identify which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - C. **Mitigation Measures.** For effects that are a "Less-than-Significant Impact with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

¹⁷ [Initial Study, CCR Initial Study, CCR Title 14 § 15063](#)

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - A. the significance criteria or threshold, if any, used to evaluate each question; and
 - B. the mitigation measure identified, if any, to reduce the impact to less than significant.

5.1 Aesthetics

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas are panoramic public views that are found to be locally or regionally attractive. Scenic vistas may include such natural topographical features as mountain ranges, canyons, water bodies, rock outcrops, and natural vegetation, or man-made alterations to the landscape. Public scenic vistas and view corridors provide views of such valued resources.

Within the City of Santa Rosa and its vicinity, scenic resources include the Taylor Mountain ridgeline, Laguna de Santa Rosa lowlands/floodplain, and Hood Mountain in the distant background.^{18, 19} In addition, the Sonoma Mountain foothills and other nearby hillside open spaces are considered scenic vistas because they are visible from many parts of the City. As shown in **Figures 4 and 5**, the Project Site and surrounding areas are built out and relatively flat. There are no large areas of natural open space near the Project Site. Redevelopment of the Project Site with proposed facilities would change the

¹⁸ [Taylor Mountain Regional Park and Open Space Preserve](#)

¹⁹ [Sonoma County General Plan 2020 Open Space and Resource Conservation Element](#)

appearance of the Project Site. However, it would not adversely affect views of any scenic vista. No mitigation measures would be required.

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. A scenic road is defined as a highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and human-made scenic resources. Scenic roads provide direct views to areas of exceptional beauty, natural resources or landmarks, or places of historic or cultural interest. The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. The closest officially designated State scenic highway is State Route 12 located approximately 2 miles south of the Project Site.²⁰ Due to the distance, implementation of the Project would not damage potential scenic resources along any highway. Therefore, no impact would occur and no mitigation would be required.

c) In nonurbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Less-Than-Significant Impact. The Project Site is in an urbanized area of the City. Therefore, evaluation as to whether the Project would substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings is not required. The Project Site is designated for Public/Institutional (PI) uses. The PI land use designation and zoning district permits operation of government or semi-public facilities, including public schools and government offices.^{21, 22}

As shown in the renderings of the Project (**Figures 8-11**), the proposed design of the new building would enhance the existing older facilities with new modern facilities. In addition, the proposed plan, as shown in **Figure 14**, would include landscaping along Ridgway Avenue and Ripley Street and in the parking lots.

Construction of the two-story DOEC building would alter existing (private) views from the rear yards of residences located south of the Project Site across Ridgway Avenue that currently have views of a one-story building and parking lot along with on-street and off-street parking. Development requirements of the PI Zoning District include a minimum lot size of 10,000 SF, a 15-foot setback from adjacent streets, a 5-foot setback between individual buildings, 65 percent of the total lot area permitted to be covered by

²⁰ California Department of Transportation. 2026. *Statewide Scenic Highway*.
<https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774> Accessed June 4, 2026.

²¹ City of Santa Rosa. General Plan 2050 Draft EIR. Adopted on June 3, 2025.

²² City of Santa Rosa. Code of Ordinances. Title 20, Zoning. Section 20-26.020(C). Accessed June 3, 2026.

structures, and a maximum height of 35 feet.²³ The approximately 8-acre Project Site is equivalent to 348,480 SF greater than the minimum lot size of 10,000 SF. The buildings are setback more than 15 feet from the adjacent streets, and the two buildings (proposed new building and renovated M&O area of the existing building) are more than 5 feet apart. The total building footprint of 38,640 SF (31,944 SF proposed new building and 6,696 SF of the renovated building space) represents 11 percent of the total Project Site. However, the height of the new building would be 36 feet, one foot over the allowed maximum height. The additional foot beyond the allowed maximum height is minimal. Moreover, the District's governing board may render the City's zoning ordinances and General Plan requirements inapplicable, under California Government Code §§ 53094 et seq.²⁴ and exempt the Project from zoning ordinances or regulations of the City of Santa Rosa, including, without limitation, the City's Code of Ordinances, General Plan, and related regulations that would otherwise be applicable. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant and no mitigation would be required.

d) Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less-Than-Significant Impact. Artificial light during evening and nighttime hours emanates from building interiors and passes through windows, from street lighting for purposes of vehicular circulation and bicycle and pedestrian safety, and from other exterior sources (e.g., building illumination, security lighting, parking lot lighting, landscape lighting, signage). The degree of illumination varies depending on the amount of light generated, height of the light source, shielding by barriers or obstructions, type of light source, and weather conditions. Light spillover is typically defined as the presence of unwanted light on light-sensitive properties adjacent to the property being illuminated. Artificial light can be a nuisance to adjacent residential areas and diminish views of the night sky. The adjacent residences are considered light sensitive, as occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Glare is caused by the reflection of sunlight or artificial light on highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare is common in urban areas and is typically associated with exterior facades largely or entirely comprising highly reflective glass. Glare can also occur during evening and nighttime hours with the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include the adjacent residential uses.

The Project Site is in an urbanized area with existing light and glare. The Project Site includes interior and exterior building lighting and exterior security lighting. Existing lighting and glare surrounding the Project Site consist of streetlights from the adjacent roads as well as interior and exterior lighting at the adjacent residential and institutional uses.

²³ City of Santa Rosa. Code of Ordinances. Title 20, Zoning. Section 20-26.030. Table 2-13—OS and PI District Development Standards. Accessed June 3, 2026.

²⁴ [California Government Code §§ 53094 et seq.](#)

Construction

The Project's construction activities are anticipated to occur during daytime hours. Due to the nature of the improvements proposed and the anticipated construction schedule, it is not anticipated that nighttime construction would be required. Therefore, nighttime lighting sources such as spotlights, floodlights, and/or vehicle headlights would not be generated with construction, thereby avoiding potential adverse effects on adjacent sensitive receptors (i.e., residential uses). It should be noted that the City's Municipal Code does not provide any provisions related to construction activities.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible areas where the reflection of sunlight could occur. However, any glare would be short term given the movement of construction equipment and materials within a given construction area and the temporary nature of construction activities. Therefore, light and glare associated with the Project's construction would not adversely impact daytime or nighttime views in the area. Furthermore, it is anticipated that any temporary fencing/screening installed along the perimeter of construction areas would reduce potential glare effects on off-site receptors. Accordingly, there would be a negligible potential for daytime glare to occur during construction.

Operation

The Project is a redevelopment of the existing District administrative facilities. Although new exterior night lighting would be installed with the Project's building and parking lots, the amount of lighting would remain substantially similar to existing conditions. Proposed new lighting would utilize light-emitting diode (LED) bulbs and would be appropriately shielded and aimed downward, to reduce potential light spill, glare, and skyglow. New lighting would be limited to that necessary for safety and security, circulation, and facility identification purposes and would be consistent with the site's existing lighting levels. As such, the Project's overall operation would not result in a substantial change regarding nighttime lighting.

The new surface parking lots would have nighttime lighting to ensure public safety and safe circulation. Light poles installed would be a maximum of 20 feet in height. Lighting fixtures would be controllable LED lights, projected downward and shielded to prohibit spillover onto adjacent properties. All such lighting would comply with Santa Rosa Municipal Code § 20-30.080, Outdoor lighting, which establishes height limits, shielding, spill-light, fixture direction, and forbids blinking or unusually high intensity lights. Therefore, the Project would not generate a new source of substantial nighttime lighting that would have the potential to adversely affect nighttime views in the area.

Additionally, the Project does not include installation of structures using highly reflective materials or surfaces that could create a new source of substantial glare adversely affecting daytime views in the Project area. As shown in **Figures 8** through **11**, the new building would incorporate modern architectural elements. Any metal surfaces integrated into the proposed building facades would be surfaced with non-reflective paint or otherwise treated (i.e., galvanized) to minimize or reduce the potential for glare. The use of highly reflective building materials or large expanses of glass is not proposed as part of the Project design and would not represent a new potential source of substantial glare.

For the reasons above, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts resulting from light and glare would be less than significant and no mitigation would be required.

5.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by CAL FIRE regarding the State's inventory of forest land, including the Forest Range Assessment Project and Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by CARB. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC § 12220(g). ²⁵), timberland (as defined by PRC § 4526. ²⁶), or timberland zoned Timberland Production (as defined by Government Code § 51104(g). ²⁷)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

²⁵ [California PRC § 12220](#)

²⁶ [California PRC § 4526](#)

²⁷ [California Government Code § 51104](#)

Discussion

a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. According to the DOC's California Important Farmland Finder, the Project Site is designated as "Urban and Built-Up Land."²⁸ It is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the Project would not convert important farmlands to non-agricultural use, as the Project Site is not designated as one of these zones. No impact would occur and no mitigation would be required.

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. According to the City's Zoning and Land Use Maps,²⁹ the Project Site has a land use designation and a zoning district of Public/Institutional (PI), which applies to a variety of public facilities, including public schools and government offices. The Project Site is located in Sonoma County which participates in the Williamson Act. However, according to the DOC's Williamson Act Enrollment Finder, the Project Site does contain any lands that are subject to Williamson Act contracts (Prime Agriculture Land, Nonprime Agriculture Land, Nonrenewal Land, Farmland Security Zone, and Mixed Enrollment Agriculture Land).³⁰ Therefore, implementation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur and no mitigation would be required.

c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC § 12220(g).³¹), timberland (as defined by PRC § 4526.³²), or timberland zoned Timberland Production (as defined by Government Code § 51104(g).³³)?

No Impact. The Project Site is developed with urban land uses. Additionally, there are no forest, timberlands, or forest zoning in the City (refer to Footnote 29). Therefore, because the Project is not in or near any land zoned as forest land, timberland, or timberland production, the Project would not conflict with or cause rezoning of zoning for forest related zones. No impact would occur and no mitigation would be required.

²⁸ [DOC California Important Farmland Finder](#)

²⁹ [City of Santa Rosa Zoning and Land Use Maps](#)

³⁰ [DOC Williamson Act Enrollment Finder](#)

³¹ [California PRC § 12220](#)

³² [California PRC § 4526](#)

³³ [California Government Code § 51104](#)

d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed in Section 5.2(c), the City, inclusive of the Project Site, is developed with urban land uses. There are no forest, timberland, or timberland production zoning in the City or near the Project Site. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impact would occur and no mitigation would be required.

e) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site is developed with urban land use, and there are no farmlands or forests on the Project Site. Additionally, the Project would involve redevelopment and modernization of an existing school site which would not result in the conversion of any existing farmland or forest land. Therefore, implementation of the Project would not result in the loss or conversion of farmland or forest land. No impact would occur and no mitigation would be required.

5.3 Air Quality

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

This section is based, in part, on construction and operational air pollutant emissions quantified using the California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.43) and is presented in the “Santa Rosa Summary Report” dated May 11, 2026 (refer to Appendix A-1). A stand-alone “Santa Rosa City Schools Construction Health Risk Assessment, New District Office and Education Center Project” report dated June 6, 2026 was also prepared for the Project (refer to Appendix A-2).

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less-Than-Significant Impact with Mitigation Incorporated. The BAAQMD adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate³⁴ (2017 Clean Air Plan) to protect public health and attain State and federal air quality standards within the San Francisco Bay Area Air Basin (Air Basin). The 2017 Clean Air Plan provides a regional strategy to reduce emissions from stationary, area, and mobile sources through

³⁴ [BAAQMD Final 2017 Clean Air Plan](#)

implementation of transportation control measures, land use planning strategies, and energy efficiency and emissions reduction programs. The 2017 Clean Air Plan also includes strategies to reduce greenhouse gas (GHG) emissions and protect the climate. Projects that are consistent with the assumptions and control measures incorporated into the 2017 Clean Air Plan would not conflict with or obstruct implementation of the applicable air quality plan.

The Association of Bay Area Governments and the Metropolitan Transportation Commission are responsible for regional population, housing, employment, and transportation projections used in development of the 2017 Clean Air Plan. These assumptions are incorporated into Plan Bay Area 2050,³⁵ the region's Regional Transportation Plan/Sustainable Communities Strategy. Consistency with the 2017 Clean Air Plan is evaluated based on whether a project would: (1) support the land use and growth assumptions identified in Plan Bay Area 2050; (2) implement applicable transportation control measures; and (3) avoid disrupting implementation of regional air quality control strategies.

The Project consists of redevelopment and modernization improvements to a public school facility and would not induce substantial population growth or create new residential uses. The Project would continue an existing institutional land use and would not result in development that exceeds regional population, housing, or employment forecasts assumed in Plan Bay Area 2050 and the 2017 Clean Air Plan. Accordingly, the Project would be consistent with the applicable growth projections and land use assumptions utilized in regional air quality planning efforts.

The Air Basin is currently designated nonattainment for State and federal ozone standards and for the federal fine particulate matter (particulate matter 2.5 microns in size or smaller [PM_{2.5}]) standard. BAAQMD has established CEQA thresholds of significance to evaluate whether a project could result in a cumulatively considerable contribution to regional air pollution. Construction activities associated with the Project would generate temporary emissions from heavy-duty equipment, haul trucks, and worker trips. To minimize construction-related emissions, the Project would implement BAAQMD Basic Construction Mitigation Measures, including watering exposed surfaces, covering haul trucks transporting soil materials, limiting vehicle idling, maintaining clean paved surfaces, and minimizing track-out onto public roadways. In addition, the construction contractor has committed to utilizing a Tier 4 Final construction fleet, where feasible, to reduce emissions of nitrogen oxides (NOx), particulate matter (PM), and diesel exhaust toxic air contaminants during construction activities.

Although the federal Clean Air Act identifies six criteria pollutants (ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead), BAAQMD CEQA significance thresholds for regional air quality impacts are established for reactive organic gases (ROG), nitrogen oxides (NOx), PM₁₀, and PM_{2.5}, which are the pollutants and precursors most relevant to regional air quality conditions in the Air Basin. Ground-level ozone is not emitted directly by projects and is evaluated through emissions of its precursors, ROG and NOx. Nitrogen dioxide impacts are represented through NOx emissions, consistent with BAAQMD guidance. Carbon monoxide, sulfur dioxide, and lead are not subject to BAAQMD regional CEQA significance thresholds for land use projects, and emissions of these pollutants from the proposed Project would be minimal and would not substantially contribute to existing regional air quality conditions.

³⁵ [Plan Bay Area 2050](#)

Operational emissions would primarily originate from mobile, area, and energy sources associated with continued campus operations. As discussed further in this section, Project emissions would not exceed applicable BAAQMD regional emissions thresholds. With implementation of standard BAAQMD dust control measures and use of Tier 4 Final equipment during construction, the Project would not conflict with or obstruct implementation of the applicable air quality plan. Additionally, the Air Basin is currently designated as nonattainment at the federal level for ozone and PM_{2.5}; and at the State level for ozone, particulate matter 10 microns in size or smaller (PM₁₀), and PM_{2.5}. BAAQMD developed regional emissions thresholds to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Air Basin.

To determine if the Project would exceed the regional air pollutant thresholds established by BAAQMD, construction and operational air pollutant emissions generated by the Project were quantified using the CalEEMod (Version 2022.1.1.43). CalEEMod is the Statewide land use emissions model developed by the California Air Pollution Control Officers Association in coordination with CARB and local air districts to estimate criteria pollutant and GHG emissions associated with construction and operation of land use development projects. Model inputs were based on Project-specific information, including land use characteristics, construction schedule, equipment assumptions, and operational parameters.

The CalEEMod analysis evaluated short-term construction emissions and long-term operational emissions for criteria air pollutants, including reactive organic gases (ROG), NOx, PM₁₀, and PM_{2.5}. The Project was modeled within the BAAQMD jurisdiction using the applicable Sonoma County defaults and Project-specific assumptions. The analysis incorporated implementation of standard BAAQMD Basic Construction Mitigation Measures for fugitive dust control and use of Tier 4 Final construction equipment, where feasible, to reduce diesel particulate matter (DPM) and NOx emissions during construction activities.

Table 3. Construction Emissions

Pollutant	Maximum Daily Emissions (pounds per day)	BAAQMD Threshold (pounds per day)*	Exceeds Threshold?
Reactive Organic Gas (ROG)	16.4	54	No
Nitrogen Oxides (NOx)	16.6	54	No
Particulate Matter 10 Microns in Size or Smaller (PM ₁₀ ; exhaust)	0.2	82	No
Particulate Matter 2.5 Microns in Size or Smaller (PM _{2.5} ; exhaust)	0.2	54	No
Fugitive Dust	9.9	Follow Best Management Practices	
*BAAQMD 2022a.			

Table 4. Operational Emissions

Pollutant	Maximum Daily Emissions (pounds per day)	BAAQMD Threshold (pounds per day)*	Exceeds Threshold?
Reactive Organic Gas (ROG)	5.7	54	No
Nitrogen Oxides (NOx)	3.6	54	No
Particulate Matter 10 Microns in Size or Smaller (PM ₁₀ ; exhaust)	4.0	82	No
Particulate Matter 2.5 Microns in Size or Smaller (PM _{2.5} ; exhaust)	1.1	54	No
*BAAQMD 2022b.			

As shown in **Tables 3 and 4**, construction and operational emissions generated by the Project would not exceed the BAAQMD CEQA thresholds of significance for ROG, NOx, PM₁₀, or PM_{2.5}. Construction emissions were minimized through implementation of standard BAAQMD Basic Construction Mitigation Measures (BAAQMD 2022c) included below as Mitigation Measure AQ-1, for fugitive dust control and Mitigation Measure AQ-2, use of Tier 4 Final construction equipment to minimize NOx emissions, where feasible. Operational emissions associated with vehicle trips, energy use, and area sources would also remain below applicable BAAQMD thresholds.

The Project would not result in a cumulatively considerable contribution to regional air quality impacts during construction or operation. In addition, the Project would be consistent with the growth assumptions in the regional air plan and would not contribute to air quality violations in the Air Basin. Therefore, impacts would be less than significant with mitigation.

Mitigation Measures

AQ-1 Construction Fugitive Dust

The District shall implement the following BAAQMD Basic Construction Mitigation Measures, by inclusion of such requirements in all construction contracts.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

- All trucks and equipment, including their tires, shall be washed off prior to leaving the Project Site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations

AQ-2 Construction Equipment Emissions Reduction

The District shall require that all off-road diesel-powered construction equipment with a rating of 50 horsepower or greater utilized during Project construction be equipped with EPA Tier 4 Final engines, to the greatest extent feasible. If Tier 4 Final equipment is not available, the contractor shall demonstrate that equipment meeting Tier 4 Final standards is not reasonably obtainable and shall substitute equipment meeting the highest available emissions standard. The contractor shall maintain records of equipment used on-site, including engine tier ratings, and make such records available to the District upon request.

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard?

Less-Than-Significant Impact with Mitigation Incorporated. The Project Site is located within the San Francisco Bay Area Air Basin, which is designated nonattainment for ozone and PM under applicable State and/or federal ambient air quality standards. Construction and operational emissions associated with the Project were quantified using CalEEMod.

As shown in **Tables 3 and 4**, Project construction and operational emissions would not exceed BAAQMD thresholds for ROG, NO_x, PM₁₀, or PM_{2.5}, which assumes construction emissions would be minimized through implementation of standard BAAQMD dust control measures and use of Tier 4 Final construction equipment, where feasible. Because Project emissions would remain below applicable BAAQMD thresholds, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is designated nonattainment. Impacts would be less than significant with the implementation of Mitigation Measure AQ-1. No additional mitigation measures would be required.

Mitigation Measures

Mitigation Measure AQ-1 and AQ-2 would ensure that the Project would not result in a cumulatively considerable increase in criteria pollutants during Project construction.

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less-Than-Significant Impact with Mitigation Incorporated. Construction and operational emissions, as mitigated, would not expose sensitive receptors to substantial pollutant concentrations.

Construction

Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from on-site construction equipment.

Local Criteria Pollutants

Sensitive receptors, including residential uses and nearby schools, are located in the vicinity of the Project Site. Construction activities would generate temporary and intermittent emissions from heavy equipment, haul trucks, and fugitive dust. However, as discussed earlier, and demonstrated in the CalEEMod analysis (Table 3 and Appendix A-1), construction emissions would be minimized to below BAAQMD thresholds through the implementation of standard BAAQMD Basic Construction Mitigation Measures (Mitigation Measure AQ-1) and use of Tier 4 Final construction equipment (Mitigation Measure AQ-2), where feasible. Therefore, localized impacts related to criteria pollutants would be less than significant with mitigation incorporated.

Toxic Air Contaminants and Diesel Particulate Matter Emissions

A health risk assessment (HRA; Appendix A-2) was conducted to evaluate the potential health impacts of Project construction on students at Ridgway High School and resident receptors. One of the first steps in preparing an HRA is to identify the potential chemicals of concern. The Office of Environmental Health Hazard Assessment has identified a list of chemicals that are identified in California as toxic air contaminants and has determined appropriate toxicity factors for these chemicals for use in HRAs. For the Project, the primary chemical of concern is DPM, which is emitted from the various types of diesel-fueled equipment that could be utilized for construction of the Project. Diesel exhaust is a complex mixture of chemicals that includes hundreds of individual constituents. In addition to being identified by California as a known carcinogen, diesel exhaust also has chronic health effects.

A risk (or toxicity) assessment characterizes the relationship between the magnitude of exposure and the nature and magnitude of adverse health effects that may result from such exposure. For purposes of calculating exposure criteria to be used in risk assessments, adverse health effects are classified into two broad categories: cancer and non-cancer endpoints. Toxicity values, used to estimate the likelihood of adverse effects occurring in humans at different exposure levels, are identified as part of the toxicity assessment component of a risk assessment.

The BAAQMD thresholds for an exposure of substantial air toxics are as follows.

- **Cancer Risk:** Emit carcinogenic or toxic contaminants that exceed the maximum individual cancer risk of 10 in one million. This threshold serves to determine whether a given project has a potentially significant development-specific and cumulative impact.
- **Non-Cancer Chronic Hazard Index (HI):** The chronic HI is used to estimate long-term non-cancer health impacts. A chronic HI below 1.0 is considered to indicate that exposure would not result in any adverse health effects, while those above 1.0 indicate that receptors may experience health effects.

The HRA determined that there are no receptor locations with a cancer risk that results in an excess cancer risk above 10 excess cancers in a population of 1 million people. The highest cancer risk for a high school student attending Ridgway High School is estimated to be 0.02 in a million, and the highest cancer risk for nearby residents is 0.15 in a million. Therefore, Project construction would not exacerbate existing exposure to air toxics.

The maximum chronic HI is 0.000439, located immediately north of the Project Site boundary. Project construction effects would not result in an HI greater than 1 in any location. Therefore, the Project would not exacerbate existing exposure to toxic air contaminants during construction, and impacts would be less than significant.

Asbestos Emissions

It is possible that the existing on-site structures proposed for demolition contain asbestos. According to BAAQMD Regulation 11, Rule 2 requirements, prior to the start of demolition activities, the existing structures located onsite shall be thoroughly surveyed for the presence of asbestos by a person that is certified by California Division of Occupational Safety and Health (Cal/OSHA) for asbestos surveys. Rule 2 requires that the BAAQMD be notified a minimum of 10 days before any demolition activities begin with specific details of all asbestos to be removed, start and completion dates of demolition, work practices and engineering controls to be used to contain the asbestos emissions, estimates on the amount of asbestos to be removed, the name of the waste disposal site where the asbestos will be taken, and names and addresses of all contractors and transporters that will be involved in the asbestos removal process. This notification is required for every demolition project, regardless of asbestos content. Therefore, through adherence to the asbestos removal requirements detailed in BAAQMD Rule 2, a less-than-significant asbestos impact would occur during construction of the Project.

Operations

Ongoing operation of the Project would not expose sensitive receptors to substantial pollutant concentrations of local carbon monoxide (CO) emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes vehicular CO emissions, local criteria pollutant impacts from on-site operations, and toxic air contaminant impacts.

Local Criteria Pollutant Impacts from On-Site Operations

Local air quality impacts from operation of the Project would occur from on-site sources such as architectural coatings and landscaping equipment. The air quality modeling conducted for the Project (**Table 4** and Appendix A-1) found that operation of the Project would not exceed BAAQMD's local ROG, NO_x, PM₁₀, and PM_{2.5} thresholds of significance. Therefore, ongoing operations of the Project would result in a less-than-significant operations-related impact to local air quality due to on-site emissions, and no mitigation would be required.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts.

The allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the San Francisco Bay Area Air Basin is designated as in attainment. Because detailed modeling of Project-specific CO “hot spots” is unnecessary, the analysis is addressed qualitatively.

A CO “hot spot” would occur if an exceedance of the State 1-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm were to occur. The BAAQMD concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix in order to generate a significant CO impact. The Project would involve continued District administrative activities at the Project Site. The Project would result in expanded operation by hosting board meetings at the Project Site, versus at other District facilities or City Hall. New vehicle trips generated by the Project would not exceed the BAAQMD threshold. Therefore, impacts would be less than significant.

Operations-Related Toxic Air Contaminants

Particulate matter from diesel exhaust is the predominant toxic air contaminant in most areas and according to *The California Almanac of Emissions and Air Quality, 2013 Edition*, about 80 percent of the outdoor toxic air contaminant cancer risk is from diesel exhaust (CARB 2013). Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. The Project involves modernization of the District administrative operations, including construction of a new building and modernizing an existing distribution warehouse for the M&O Department. Due to the nominal number of new diesel truck trips that would be generated by ongoing operation of the Project, a less-than-significant toxic air contaminant impact would be created from the continued operations of the Project Site, and no mitigation would be required.

d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-Than-Significant Impact. Construction activities associated with the Project may generate temporary odors from equipment exhaust, asphalt paving, architectural coatings, and other construction-related activities. However, these odors would be localized, temporary, and intermittent in nature and would cease upon completion of construction. Operational activities associated with the Project primarily of administrative, educational, maintenance, and warehouse uses, which are not land uses typically associated with substantial objectionable odors. Although minor odors may occasionally result from maintenance activities, landscaping equipment, or vehicle exhaust, these sources would not

generate odors at a level that would adversely affect a substantial number of people. Additionally, they would be consistent with existing conditions. Therefore, impacts related to odors would be less than significant and no mitigation would be required.

Any unforeseen odors generated by the Project would be subject to applicable BAAQMD regulations, including Regulation 1 (General Provisions and Definitions)³⁶ and Regulation 7 (Odorous Substances),³⁷ which prohibit the discharge of air contaminants or odorous substances that cause public nuisance or adversely affect the comfort, health, or safety of the public. Failure to comply with applicable BAAQMD odor regulations could result in enforcement actions or operational requirements. Therefore, odor impacts associated with the Project would be less than significant, and no mitigation measures would be required.

³⁶ [BAAQMD Regulation 1: General Provisions and Definitions](#)

³⁷ [BAAQMD Regulation 7: Odorous Substances](#)

5.4 Biological Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or U.S. Fish & Wildlife Service (USFWS)?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the federal Clean Water Act (CWA; including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☒	☒

Discussion

This section is based, in part, on the “Biological Resource Assessment on the Santa Rosa City Schools District Office Project, 211 Ridgway Avenue,” dated June 3, 2026, prepared by Environmental Collaborative (included as Appendix B.)

a) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or the USFWS?

Less-Than-Significant Impact with Mitigation Incorporated. The Project area is entirely urbanized, and the Project Site has been extensively disturbed by past construction and maintenance of the former District headquarters facilities. The Project Site has been developed with structures, impervious surfaces, and ornamental landscaping as part of existing District facilities. Three mature valley oak trees are located on the Project Site and one is located immediately adjacent to the Project Site; all four trees would be retained as part of the Project.

The developed condition of the Project Site results in relatively low wildlife habitat values because of the limited vegetative cover and impervious surfaces. Scattered trees on the Project Site provide foraging, roosting, and potential nesting opportunities to species common in suburban habitats, such as American robin, California towhee, scrub jay, and mourning dove. In addition, structures could be used for nesting by non-native species such as English sparrow, house finch, house mouse, and rats.

No special-status plant species occur on the Project Site and essential habitat for most special-status animal species is absent. This includes absence of breeding, dispersal, or aestivation habitat for California tiger salamander, California red-legged frog, steelhead, and California freshwater shrimp, among other special-status animal species known from the Santa Rosa vicinity. There remains a remote possibility that nesting birds or roosting bats may be present in mature trees on the Project Site. This potential is discussed further below, together with recommendations to ensure avoidance of any special-status animal species.

Nesting Birds

Although the Project Site is highly developed with existing District facilities, the existing buildings, landscape plantings, and particularly the mature valley oaks provide suitable nesting substrate for a number of native bird species. Although no evidence of nesting was observed during the field survey of the Project Site by a qualified biologist, and the recent nesting survey conducted in March 2026 indicated that only non-native house sparrows were nesting in two nest boxes, there remains a potential for new nests to become established before construction begins. Construction would take place in close proximity to the four mature valley oak trees that would be protected. If new nests are established in one or more of these trees or in other locations, construction activities could disrupt nesting by native birds and result in abandonment of an active nest(s) given the proximity of construction. Destruction or abandonment of a nest in active use would be a violation of the MBTA and FGC. Appropriate avoidance measures would be required to ensure compliance with these regulations.

A standard method to address the potential for nesting birds is either to initiate construction during the non-nesting season, which in the Santa Rosa area is typically from September 1 to January 31, or to conduct a nesting survey within seven days prior to initial grubbing, demolition, and construction to determine whether any active nests are present that must be protected with appropriate setbacks until any young have fledged and are no longer dependent on the nest. Protection of the nest(s), if present, would require that construction setbacks be provided during the nesting and fledging period, with the setback depending on the type of bird species, degree to which the individuals have already acclimated

to other ongoing disturbance, and other factors. Without these controls, construction activities associated with proposed development of the Project Site could adversely affect nesting birds, particularly in the mature valley oak trees, which would be a potentially significant impact. Mitigation Measure BIO-1 would ensure avoidance of possible bird nests in active use, and impacts would be mitigated to a less-than-significant level.

Roosting Bats

No signs of bat occupation of any of the existing buildings was observed during the field surveys by a qualified biologist, but cavities, exfoliating bark, and foliage in the mature valley oaks on the Project Site could provide roosting habitat for a number of special-status bat species, including: pallid bat, Townsend's big-eared bat, and western red bat, among others. The four mature valley oaks on the Project Site would be preserved as part of proposed development. Construction in the immediate vicinity of these trees, could result in noise, vibration, and dust at different times. However, these four trees are located adjacent to busy roadways, parking lots, and areas that are already subject to high levels of human activity and disturbance. Any bats choosing to roost in one or more of these trees have become acclimated to human activity and construction-related disturbance associated with the Project is not expected to lead to abandonment if any undetected roosts are present.

However, if one or more of the mature valley oaks is inadvertently damaged, must undergo major pruning, or goes into decline and must be removed as a result of construction, removal of major limbs or the entire tree could lead to direct mortality of an individual bat(s) or destruction of an active bat roost(s) unless appropriate controls are implemented. A standard method to address the potential for presence of tree roosting bats is to conduct a survey within seven days prior to initial tree removal to determine whether any active roosts are present that must be protected until any young have fledged and are no longer dependent on the roost. Protection of the roost, if present, would require that temporary restrictions on timing of pruning or tree removal be provided, depending on the type of bat species, degree to which the individuals have acclimated to ongoing disturbance, and other factors. Procedures for pruning or removal of a tree determined to provide suitable bat roosting habitat would be overseen by a qualified biologist. Without these controls, the Project could adversely affect roosting bats—a potentially significant impact. Mitigation Measure BIO-2 would ensure avoidance of possible bat roost if present on the Project Site, and impacts would be mitigated to a less-than-significant level.

Mitigation Measures

BIO-1 Nesting Bird Avoidance

Adequate measures should be taken to avoid inadvertent take of bird nests of native species protected under the federal MBTA and State FGC when in active use. This should be accomplished by taking the following steps.

- If construction is proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within seven days prior to the onset of tree and vegetation removal in order to identify any active nests on the Project Site and surrounding area within 100 feet of proposed construction for passerines and 500 feet for raptors. The proposed development area of the Project Site shall be resurveyed to

confirm that no new nests have been established if construction has been delayed or curtailed for more than seven days during the nesting season.

- If no active nests are identified during the construction survey period, or development is initiated during the non-breeding season (September 1 to January 31), Project construction may proceed with no restrictions.
- If bird nests are found, an adequate setback shall be established around the nest location and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone shall be based on input received from CDFW, and may vary depending on nest location, species, and sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the proposed development area on the Project Site.
- A report of findings shall be prepared by the qualified biologist and submitted for review and approval by the District prior to initiation of construction during the nesting season (February 1 to August 31). The report shall either confirm the absence of any active nests or should confirm that any young are located within a designated no-disturbance zone and construction can proceed. Following approval by the District, tree removal, building demolition, and construction within the nest buffer zone may proceed. No report of findings is required if vegetation removal, building demolition, and other construction is initiated during the non-nesting season (September 1 to January 31) and continues uninterrupted according to the above criteria.

BIO-2 Bat Avoidance

Adequate measures shall be taken to avoid inadvertent take of special-status and more common bat species if present in the mature valley oak trees on the Project Site. This should be accomplished by taking the following steps.

- A qualified biologist shall visually inspect the valley oak tree(s) with limb(s) to be pruned or removed due to inadvertent damage or decline for bat roosts within seven days prior to their removal or pruning. The biologist shall look for signs of bats including sightings of live or dead bats, bat calls or squeaking, the smell of bats, bat droppings, grease stains or urine stains around openings in trees, or flies around such openings. A tree with multiple hollows, crevices, forked branches, woodpecker holes, or loose and flaking bark has the highest chance of occupation and shall be inspected carefully.
- If signs of bats are detected, confirmation on presence or absence should be determined by the qualified biologist, which may include night emergence or acoustic surveys.
- Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. A qualified bat biologist should be contacted immediately if a bat roost is discovered during construction.
- If an active maternity roost is encountered during the maternity season (April 1 to August 31), CDFW should be contacted for direction on how to proceed and an appropriate exclusion zone established

around the occupied tree until young bats are old enough to leave the roost without jeopardy. The size of the buffer would account for:

- proximity and noise level of construction activities;
 - distance and amount of vegetation or screening between the roost and construction activities; and
 - species-specific needs, if known, such as sensitivity to disturbance.
- Where the qualified biologist has determined that a tree provides suitable habitat for bat roosting, its removal should be overseen by the qualified biologist according to the following procedure.
 - Pruning or removal of living trees or snags should preferably not occur during the maternity season between April 1 and August 31 to minimize the disturbance of young that may be present and unable to fly.
 - Pruning or removal of living trees or snags that provides suitable habitat for bats should preferably occur between the hours of 12 p.m. and sunset on days after nights when low temperatures are 50 degrees Fahrenheit or warmer to minimize impacting bats that may be present in deep torpor.
 - When it is necessary to perform crown reduction on a tree, remove an entire tree, or prune branches over 6 inches in diameter, a preliminary pruning of small branches less than 2 inches in diameter shall be performed the day before. The preliminary pruning should minimize the probability that bats would choose to roost in those trees the night before work is performed.
 - A report of findings should be prepared by the qualified biologist and submitted to the District for review and approval prior to initiation of tree removal or major pruning; the report should summarize the results of the pre-construction roosting survey. The report should either confirm absence of any active roosts or define appropriate controls to be implemented under the supervision of the qualified biologist in accordance with the above criteria.

b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or the USFWS?

No Impact. The Project Site is fully developed and located in an urbanized setting. It does not contain any riparian habitat or other natural habitat as designated by CDFW or the USFWS. Vegetation onsite is limited to ornamental landscaping, and there are no native plant communities on the Project Site. The Project would not have an effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS. Therefore, no riparian habitats or natural communities would be impacted and no mitigation would be required.

c) Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project would not impact federally protected wetlands as defined by Section 404 of the CWA (e.g., marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means. The Project Site is entirely developed and located in an urban setting and does not contain any wetlands. The Project does not propose direct removal, filling, or hydrological interruption of any wetland. Therefore, no wetlands would be impacted and no mitigation would be required.

d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-Than-Significant Impact. Implementation of the Project would occur on a site that has already been developed with District facilities, including buildings, parking lots, and ornamental landscaping. The Project Site provides only limited wildlife habitat values and conversion to other development would not result in any significant impacts on wildlife habitat. No creeks or other important wildlife movement corridors are present on the Project Site, and none would be obstructed or disturbed by implementation of the Project. The mature valley oaks would be retained as part of the Project, and new landscaping would serve to replace the smaller trees and other ornamental landscaping that would be removed. Potential impacts on wildlife habitat and movement opportunities would be less than significant, and no mitigation would be necessary.

e) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project would not conflict with provisions in the City of Santa Rosa General Plan³⁸ or tree protection ordinances. The mature valley oaks on and adjacent to the Project Site would be retained and the smaller non-native liquidambar trees that would be removed do not qualify as protected trees under the City's Tree Protection Ordinance³⁹. Mitigation Measures BIO-1 and BIO-2 would serve to ensure avoidance of any active bird nests or bat roosts, if encountered on the Project Site during construction activities. No conflicts with local plans and policies are anticipated and no impacts are anticipated, therefore, no mitigation would be required.

f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. The Project Site is not within any approved local, regional, or State Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the Project would not conflict with any

³⁸ [Santa Rosa General Plan 2050, Adopted June 2025](#)

³⁹ [City of Santa Rosa Tree Protection Ordinance](#)

adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. The boundaries of the Santa Rosa Plain Conservation Strategy⁴⁰ and associated Conservation Areas do not overlap the Project Site. No conservation plans have been adopted encompassing the Project area, and no impact would occur. No mitigation would be required.

⁴⁰ [Santa Rose Plain Conservation Strategy](#)

5.5 Cultural Resources

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5. ⁴¹ ?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Discussion

This section is based, in part, on the “Cultural Resources Technical Memorandum for District Office and Education Center Project, Santa Rosa, California,” dated June 5, 2026, prepared by Terraphase Engineering, Inc. (included as Appendix C).

a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?

Less-Than-Significant Impact. CEQA Guidelines § 15064.5(a) defines a “historical resource” as a resource that meets one or more of the following criteria:

- 1) Listed in or eligible for listing in the California Register of Historical Resources (CRHR).
- 2) Listed in a local register of historical resources, as defined in PRC § 5020.1(k),⁴² or identified as significant in a historical resources survey meeting the requirements PRC § 5024.1(g).⁴³
- 3) Any object, building, structure, site, area, place, record, or manuscript meeting the criteria for listing on the CRHR (PRC § 5024.1), including the following:

⁴¹ [CEQA Guidelines § 15064, Determining the Significance of the Environmental Effects Caused by a Project](#)

⁴² [Historical Resources, PRC § 5020.1](#)

⁴³ [California Register of Historical Resources, PRC § 5024.1\(g\)](#)

- A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- B. Is associated with the lives of persons important in our past;
- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
or
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

4) Determined to be a historical resource by a lead agency.

A records search conducted through the Northwest Information Center (NWIC), which is the official State repository of cultural resources records and reports for Sonoma County, identified no recorded built historical resources within the Project Site or within a 0.5-mile radius. The Project Site is not listed on the CRHR or National Register of Historic Places as a historical resource; therefore, it is not a historical resource under 14 CCR § 15064.5(a)(1).

The City of Santa Rosa has local landmarks within 0.5 miles of the Project Site but the Project Site itself is not a locally designated landmark. While the Ridgway Historic District begins immediately south of the Project Site, on the southern side of Ridgway Avenue; related historic resources do not encroach onto the Project Site. Moreover, Project implementation to replace existing facilities with newer modern improvements on the Project Site would not alter the historic fabric of the historic district. As the Project Site is not a locally designated historic resource, it is not a historical resource under 14 CCR § 15064.5(a)(2).

A review of historical aerials identify structures on the Project Site dating back to 1957. Smaller structures, likely sheds, appear in 1968 with increasing amounts of development from 1973 through 1985. A new large structure appears in 2006 and varying levels of athletic fields appear to the east of the Project Site throughout the historical aerial photographs. No historic-era resources are within the 8-acre Project Site.⁴⁴ Based on a review of the Santa Rosa General Plan,⁴⁵ the Project Site is not associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage or associated with the lives of important persons. Existing structures on the Project Site do not embody distinctive characteristics of an important creative individual or possesses high artistic values; the existing administrative building appears similar to many other school buildings built in the 1950s. Additionally, previous construction activities at the Project Site have not yielded information important in prehistory or history. The Project Site does not meet the criteria for listing on the CRHR (PRC § 5024.1), and the District has not determined the Project Site to be historical resource. Therefore, the Project Site is not a historical resource under 14 CCR § 15064.5(a)(3) and (4).

⁴⁴ [City of Santa Rosa General Plan 2050 Draft EIR. Table 4.5-1, Historical Resources in the EIR Study Area and Table 4.5-2, Buildings Classified as Locally Important in the EIR Study Area.](#)

⁴⁵ [Santa Rosa General Plan 2050, Adopted June 2025](#)

Because none of the on-site buildings or features meet the definition of a historical resource under CEQA, demolition of existing structures on the Project Site would not cause a substantial adverse change in a historical resource, including those in the adjacent Ridgway Historic District. Therefore, impacts to built historical resources would be less than significant, and no mitigation would be required.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less-Than-Significant Impact With Mitigation Incorporated. PRC § 21083.2⁴⁶ defines “unique archaeological resources” as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

The Project Site appears to have been developed with agricultural land uses until 1957 with increasing amounts of development from 1973 through 1985 and a new large structure appearing in 2006. The entire Project Site is disturbed; it is paved and developed with permanent and portable buildings and a maintenance yard. The Project Site is not an archaeological site. Additionally, as discussed earlier, the Project Site is not listed on the CRHR or National Register of Historic Places or as a designated local historical resource or landmark. The records search conducted through the NWIC identifies no previously recorded subsurface resources within the Project Site, however, a prehistoric occupation site less than 0.25 miles away, indicating general elevated sensitivity for archaeological resources. A records search with the Native American Heritage Commission (NAHC) also concluded that the Project Site is not listed in the Sacred Lands File, indicating no documented tribal cultural resources (TCRs) within the Project Site.

As no subsurface investigation has been conducted at the Project Site to determine if archaeological resources are present, there is a possibility of unanticipated archaeological discoveries during Project construction. Therefore, the Project would implement Mitigation Measure CUL-1, which requires work to stop if buried cultural materials are encountered during construction until a qualified archaeologist can evaluate the nature and significance of a find. With implementation of Mitigation Measure CUL-1, impacts to archaeological resources would be reduced to a less-than-significant level.

⁴⁶ [PRC § 21083.2](#)

Mitigation Measure

CUL-1 Archaeological Resources

Pursuant to 14 CCR § 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered or if any precontact or historic-era subsurface archaeological features or deposits (e.g., ceramic, shell, stone, bone, trash scatters, foundations), including locally darkened soil (“midden”) which may conceal cultural deposits, are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall halt, and a qualified professional archaeologist (one who meets the Secretary of the Interior’s Professional Qualification Standards for Archaeology) shall be retained to assess the significance of the find. If the qualified archaeologist determines the archaeological material to be Native American in nature, the Native American community shall be included in the consultation process between the District, construction contractor, and archaeologist to develop a plan for avoidance, further evaluation, or treatment and documentation, consistent with current standards. Construction shall not resume at the location of the find until mitigation has been completed.

In the event of data recovery of archaeological resources, the District and the qualified archaeologist shall prepare an ARDTP. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if non-destructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to a less-than-significant level.

c) Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Less-Than-Significant Impact. Prior to the existing development, the Project Site appears to have been developed with agricultural land uses until 1968 with increasing amounts of development from 1973 through 1985. A new large structure appears in 2006 and athletic fields were constructed in later years. As such, the probability of unearthing human remains is very low. If human remains are encountered during construction, State Health and Safety Code § 7050.5⁴⁷ states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC § 5097.98.⁴⁸ The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely

⁴⁷ [California Health and Safety Code § 7050.5](#)

⁴⁸ [PRC § 5097.98](#)

Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. Compliance with existing law regarding the discovery of human remains would ensure that the Project's potential impacts to human remains would be less than significant, and no mitigation would be required.

5.6 Energy

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

This section is based, in part, on construction and operational air pollutant emissions quantified using CalEEMod (Version 2022.1.1.43) as presented in the “Santa Rosa Summary Report” dated May 11, 2026 (included as Appendix A-1).

a) Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less-Than-Significant Impact. The Project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

- Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2024, Sonoma County consumed 3,034 Gigawatt-hours per year of electricity.⁴⁹

⁴⁹ California Energy Commission. *Electricity Consumption*. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0>

- Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network; therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2024, Sonoma County consumed 396.6 million Therms of natural gas (California Energy Commission 2026).
- Petroleum-based fuels currently account for most of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas (GHG) emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2024, 186 million gallons of gasoline and 34 million gallons of diesel were sold in Sonoma County (California Energy Commission 2024).

The following section calculates the potential energy consumption associated with the construction and operation of the Project and provides a determination if any energy utilized by the Project is wasteful, inefficient, or causes unnecessary consumption of energy resources.

Construction

The Project would consume energy resources during construction in three general forms:

1. petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction workers traveling to and from the Project Site, as well as delivery and haul truck trips (e.g. hauling of demolition material to off-site reuse and disposal facilities);
2. electricity associated with the conveyance of water that would be used during the Project's construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction, the Project would consume electricity during demolition and site development activities. Electricity would be supplied to the Project Site by Pacific Gas & Electric (PG&E) and would be obtained from the existing electrical lines in the vicinity of the Project Site. The use of electricity from existing power lines rather than temporary diesel- or gasoline-powered generators would minimize impacts on fuel consumption. Electricity consumed during Project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting

during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the Project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during Project construction would not be wasteful, inefficient, or unnecessary.

Because there are currently power lines in the vicinity of the Project Site, it is anticipated that only nominal improvements would be required to PG&E distribution lines and equipment if the Project is constructed. Construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project Site and on-road automobiles transporting workers to and from the Project Site and on-road trucks transporting equipment and supplies to the Project Site.

During construction, the Project would consume approximately 20,997 gallons of gasoline and 19,510 gallons of diesel fuel over the one-year construction period.⁵⁰ This equates to 0.011 percent of the gasoline and 0.057 percent of the diesel used annually in Sonoma County. As such, construction-related petroleum use would be nominal, when compared to current County-wide petroleum usage rates.

Construction activities associated with the Project would be required to adhere to all State and BAAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the Project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete. Therefore, it is reasonable to assume that the production of building materials (e.g., concrete and steel) would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operations

Ongoing operation of the Project would require the use of energy resources for multiple purposes including, but not limited to HVAC, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, and landscape equipment.

⁵⁰ output for CO₂, and a pounds CO₂/gallon conversion factor, as cited in the *U.S. Energy Information Administration Carbon Dioxide Emissions Coefficients*, https://www.eia.gov/environment/emissions/co2_vol_mass.php (Accessed June 4, 2026)

Operations-Related Electricity

The Project would be required to comply with applicable federal and State energy requirements. The Project would comply with all federal and State requirements related to the consumption of electricity, including Building Energy Efficiency Standards⁵¹ and CALGreen.⁵² The Building Energy Efficiency Standards and CALGreen require numerous energy efficiency measures to be incorporated into proposed structures, including enhanced insulation, use of energy efficient lighting and appliances, water and space heating systems, as well as requiring a variety of other energy-efficiency measures be incorporated into a project. Additionally, this Project includes on-site solar panels designed to support approximately 50 percent of the Project's electricity demand. Therefore, the Project would be designed and built to minimize electricity use and the existing and planned electricity capacity and electricity supplies would be sufficient to support the Project demand. Thus, the Project would not result in the wasteful or inefficient use of electricity, and no mitigation would be required.

Operations-Related Natural Gas

Operation of the Project would result in increased consumption of natural gas at the Project Site. The Project would consume 12,910 million British thermal units per year of natural gas, which provides for a worst-case analysis because it does not account for existing natural gas use on the Project Site.⁵³ This equates to 0.04 percent of the natural gas consumed annually in Sonoma County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

The Project would comply with all federal and State requirements related to the consumption of natural gas, which includes Building Energy Efficiency Standards and CALGreen. The Building Energy Efficiency Standards and CALGreen require numerous energy efficiency measures be incorporated into the Project, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, the Project would be designed and built to minimize natural gas use, and existing and planned natural gas capacity and natural gas supplies would be sufficient to support Project demand. Thus, impacts regarding natural gas supply and infrastructure capacity would be less than significant, and no mitigation would be required.

In conclusion, the Project would comply with federal and State regulatory compliance measures. The Project would be constructed in accordance with all applicable State building and fire codes. Therefore, the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Impacts would be less than significant.

⁵¹ [Building Energy Efficiency Standards," 24 CCR, Part 6 2025 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 and Associated Administrative Regulations in Part 1](#)

⁵² [CALGreen \(2025 California Green Building Standards Code, Title 24, Part 11\)](#)

⁵³ output for CO₂, and a pounds CO₂/gallon conversion factor, as cited in the *U.S. Energy Information Administration Carbon Dioxide Emissions Coefficients*, https://www.eia.gov/environment/emissions/co2_vol_mass.php (Accessed June 4, 2026)

b) Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less-Than-Significant Impact. The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The Project meets the State plans for implementing energy efficiency requirements, adopted in the 2019 California Energy Code⁵⁴ to address energy efficiency for proposed building structures. Proposed structures are required to be designed with several energy-efficiency measures, including but not limited to the use of electric heat pumps for space heating and water heating, enhanced insulation, and use of occupancy sensors to control lighting and HVAC systems. Therefore, with implementation of State energy efficiency measures, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

⁵⁴ [2019 California Energy Code, Title 24, Part 6](#)

5.7 Geology and Soils

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication 42. ⁵⁵	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soils, as defined in Table 181-B of the Uniform Building Code (1994). ⁵⁶ , creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

⁵⁵ [Special Publication 42: Earthquake Fault Zones - A Guide for Government Agencies, Property Owners / Developers, and Geoscience Practitioners for Assessing Fault Rupture Hazards in California \(2018\)](#)

⁵⁶ [Uniform Building Code 1994: International Conference of Building Officials](#)

Discussion

This section is partially based on the Geotechnical Investigation, *Santa Rosa City Schools, New District Office Building and Maintenance & Operations Warehouse Renovation*, prepared by Miller Pacific Engineering Group, dated November 17, 2025 (included as Appendix D).

a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

a.1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. The Project Site is located in a seismically active region of the Coast Ranges geomorphic province of California, which is typified by generally northwest-trending ridges and intervening valleys formed as a result of movement along a group of northwest-trending fault systems, including the San Andreas Fault. However, it is not within an Alquist-Priolo Fault Zone, and there is no reason to believe there is evidence of a known fault on the Project Site. The nearest known active fault is the Rodgers Creek Fault, located approximately 1.2 miles east of the Project Site. Therefore, the Project would not directly or indirectly cause substantial adverse effects from fault rupture, and no impact would occur.

a.2. Strong seismic ground shaking?

Less-Than-Significant Impact. The Project Site could be subject to strong seismic ground shaking during the life of the Project because of the Project Site's proximity to active faults in the San Francisco Bay region. The nearest active faults to the Project Site include the Rodgers Creek Fault, located approximately 1.2 miles east, and the Maacama Fault, located approximately 5.3 miles to the northeast. The Rodgers Creek Fault has a 33 percent probability of producing a magnitude 6.7 or greater earthquake by 2043, and the Maacama Fault has an 8 percent probability. Therefore, strong seismic shaking on the Project Site is ultimately considered high.

The foundation and design of the proposed building and the structural improvements that would be made to the existing distribution warehouse would comply with the most recent edition of the CBSC. Additionally, the proposed improvements would be subject to Division of the State Architect review, which is intended to ensure that public schools comply with the CBSC, specifically regarding structural safety, fire and life safety, and accessibility. Although strong ground shaking could occur at the Project Site during a regional earthquake, mandatory compliance with the CBSC, as plan checked by the Division of the State Architect, would reduce potential adverse effects from strong ground shaking to acceptable standards. Therefore, impacts would be less than significant.

a.3. Seismic-related ground failure, including liquefaction?

Less-Than-Significant Impact. Liquefaction involves the temporary loss of soil strength in loose, saturated granular soils during strong shaking. Resulting effects of liquefaction can include settlement, reduced bearing capacity, flow failures, and lateral spreading. The Project Site is mapped as having moderate liquefaction susceptibility. Additionally, the geotechnical investigation identified potentially

liquefiable soil layers generally between approximately 10 and 25 feet below ground surface, with additional isolated liquefiable zones occurring at greater depths beneath portions of the Project Site. The report concluded that a strong seismic event could induce liquefaction, resulting in localized ground settlement, differential settlement, and temporary reductions in soil bearing capacity.

Liquefaction analyses indicate that post-liquefaction settlement beneath the proposed DOEC building could range from approximately 0.2 to 3.7 inches, with differential settlement of up to approximately 2 inches over a 30-foot span. Smaller settlements are anticipated beneath the proposed solar canopy and within the vicinity of the existing distribution warehouse. The report concluded that the risk of liquefaction is high in portions of the Project Site and that seismic-related ground failure could adversely affect structures if not appropriately addressed through engineering design.

The Project would comply with the current CBSC and the Project has been designed to incorporate the seismic design requirements based on geotechnical investigation, including the installation of a 33-inch-thick gravel raft foundation below the proposed DOEC building. The gravel raft foundation would consist of a thick, engineered layer of compacted aggregate used to provide stable base for the structure. The foundation would distribute the building's weight evenly and mitigate damage during seismic events. With the implementation of the proposed gravel raft foundation for the proposed DOEC building and other recommendations included in the geotechnical investigation, the potential for seismic-related ground failure, including liquefaction, to result in substantial adverse effects, injury, loss of life, or property damage would be reduced to a less-than-significant level. No additional mitigation would be required.

a.4. Landslides?

Less-Than-Significant Impact. The Project Site and surrounding areas are generally level, with ground elevations on the Project Site ranging from approximately 151 to 153 feet above mean sea level. No natural slopes, steep embankments, or canyon walls are present within or adjacent to the Project Site, and the Project area is not located in within a mapped earthquake-induced landslide hazard zone. Therefore, landslides and large-scale slope instability would not be a significant hazard at the Project Site due to its low relief and absence of steep topography. In addition, the Project would not introduce new cut or fill slopes of sufficient height or steepness to create slope-failure risks. Therefore, the Project would not directly or indirectly result in substantial adverse effects from seismically induced landslides, and impacts would be less than significant.

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less-Than-Significant Impact. Sandy soils on moderate slopes and clay soils on steep slopes can be susceptible to erosion when exposed to concentrated runoff; however, the Project Site is relatively flat and largely covered by existing buildings and hardscape with minimal exposed soil. Additionally, the Project Site is located in an urbanized portion of Santa Rosa and is currently developed with buildings, paved parking, and hardscape. Demolition, grading, and utility trenching associated with construction activities would temporarily expose near-surface soils; however, the Project Site is substantially level, and large areas would be re-paved or landscaped following construction.

The Project would implement standard grading practices, including removal of existing pavements and unsuitable materials, subgrade scarification, moisture conditioning, and compaction of exposed subgrades and engineered fill. In addition, the Project would be required to comply with the SWRCB's Construction General Permit, including preparation and implementation of a SWPPP with erosion- and sediment-control BMPs such as providing stabilized construction entrances; preventing tracking of soils onto public roadways; stabilizing stockpiles; protecting inlets and catch basins; and promptly stabilizing disturbed areas with paving, landscaping, or other permanent measures.

With implementation of these standard regulatory requirements and adherence to standard grading practices, the Project would not result in substantial soil erosion or loss of topsoil, and impacts would be less than significant.

c) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-Than-Significant Impact. Refer to discussions under a.3 and a.4 for potential impacts associated with liquefaction and landslides, respectively. The Project Site was investigated for other potential soil stability hazards including cyclic softening, seismic settlement, subsidence, and lurching or ground cracking. Liquefiable layers are present at the Project Site (refer to discussion in Section a.3), but lateral spreading is not expected because the Project Site is not located adjacent to a free face (vertical or near-vertical drop where the ground surface is exposed and unsupported on one side). Soft compressible clays are not present on the Project Site; therefore, long-term consolidation or subsidence potential is considered low, and underlying cohesive soils have a low risk of cyclic softening under design-level shaking. Lastly, loose granular soils above groundwater were not identified that would be susceptible to seismically induced settlement. Any temporary instability of shallow soils during wet conditions could be managed with standard construction practices (e.g., drying or replacing wet soils, stabilizing the subgrade, using temporary dewatering). In addition, the Project would be required to implement seismic design requirements of the CBSC and Division of the State Architect and implement geotechnical design recommendations for foundations, grading, and drainage. For these reasons, the Project would not create or worsen unstable soil conditions. Impacts would be less than significant, and additional mitigation would not be required.

d) Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-Than-Significant Impact. The Project Site is underlain by alluvial soils that include clay-rich horizons exhibiting expansive characteristics. Expansive soils shrink and swell in response to changes in moisture content and can exert pressures on foundations, slabs, pavements, and other improvements. Potential effects of expansive soils include cracking of foundations and slabs, distress to pavements and flatwork, uneven floor surfaces, and damage to architectural finishes.

Expansive soils are characterized by moisture-sensitive, clay-rich soils that swell significantly when wet and shrink as they dry. These volume changes can exert substantial pressures on foundations, slabs, and

pavements thereby creating direct or indirect risks to structures when subsurface moisture levels fluctuate. The Project Site has underlying clay soils that were determined to have moderate to high plasticity and moderate expansion potential. Because of these soil conditions at the Project Site, the Geotechnical Investigation (Appendix D) provides design recommendations to reduce the Project's potential to cause a risk from expansive soils. The Geotechnical Report recommends several measures to mitigate expansive soil conditions, including subgrade lime treatment and/or over-excavation and replacement of expansive soils with non-expansive engineered fill. The report further notes that use of a stabilized gravel raft beneath foundations, which is proposed for the Project and would provide effective mitigation of expansive soil conditions. In addition, grading, foundation design, and construction would be required to comply with the recommendations of the Geotechnical Report and applicable CBSC requirements. Therefore, the Project would not create substantial direct or indirect risks to life or property due to expansive soil conditions. Impacts would be less than significant.

e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project would connect to the existing municipal sewer system serving the City of Santa Rosa. No septic tanks or alternative on-site wastewater disposal systems are proposed or required. Because the Project would not rely on septic systems, there would be no impact related to the use of septic tanks or alternative wastewater disposal systems.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-Than-Significant Impact. Paleontological resources are defined as fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata.

Paleontological resources are classified as nonrenewable scientific resources and are protected by state statute (PRC § 5097.5, Archaeological, Paleontological, and Historical Sites⁵⁷). Impacts on paleontological resources occur when excavation activities encounter fossiliferous geological deposits and cause physical destruction of fossil remains.

The potential for impacts to occur to paleontological resources depends upon the sensitivity of underlying geologic units and is further influenced by the extent and depth of grading and excavation activities. The Project Site is underlain by relatively thick Holocene alluvial deposits (Qhf) composed of interbedded silty, sandy, and gravelly soils; and no unique geologic features or bedrock outcrops are present on the Project Site. Holocene alluvial deposits in urbanized settings generally have low paleontological sensitivity at the depths that would be affected by typical construction (e.g., building pads, shallow utilities, and pavements) because these soils are too young (less than 11,700 years) to contain fossilized remains. Additionally, the City's General Plan does not identify any unique

⁵⁷ [PRC § 5097.5](#)

paleontological resources or geologic features known or mapped at the Project Site.⁵⁸ The General Plan EIR further provides that the geology and soils throughout the City and region are common and are not considered unique.

In the unlikely event that ground-disturbing construction activities (e.g., grading and excavation) uncover fossilized remains of organisms from prehistoric environments that have not been recorded and in compliance with PRC § 5097.5, the District would implement protocols and adhere to standards from the Society of Vertebrate Paleontology, the principal professional organization for the study fossil vertebrates. As modified from the Santa Rosa General Plan EIR,⁵⁹ some protocols include, but are not limited to:

- Excavations within a 50-foot radius of the find shall be temporarily halted or diverted.
- Ground-disturbance work shall cease until a District-approved, qualified paleontologist determines whether the resource requires further study.
- The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards as appropriate, evaluate the potential resource, and assess the significance of the finding under the criteria set forth in CEQA Guidelines § 15064.5.
- The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find.
- If is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The excavation plan shall be submitted to the District for review and approval prior to implementation.
- All construction activities shall adhere to the recommendations in the excavation plan.

Compliance with PRC § 5097.5 with the implementation of the standard of care, above, would ensure the protection of unique paleontological resources during Project construction. Impacts would be less than significant.

⁵⁸ [Santa Rosa General Plan 2050, Adopted June 2025](#)

⁵⁹ [City of Santa Rosa. General Plan EIR. Pages 4.7-24 and 4.7-25](#)

5.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

Discussion

a) Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-Than-Significant Impact. Construction and operational activities associated with the Project would generate GHG emissions from construction equipment, haul trucks, worker trips, vehicle travel, energy consumption, water usage, and solid waste generation. GHG emissions would be temporary and would cease upon completion of construction activities, while operational emissions would primarily result from mobile sources and building energy use.

GHG emissions associated with construction and operation of the Project were quantified using the CalEEMod (Version 2022.1.1.43; refer to Appendix A-1). The CalEEMod analysis evaluated both short-term construction GHG emissions and long-term operational GHG emissions, expressed as carbon dioxide equivalent (CO₂e).

The CalEEMod output indicates that maximum annual construction GHG emissions generated by the Project would be approximately 218.9 metric tons of carbon dioxide equivalent per year (MTCO₂e/year) during peak construction activity. Average daily construction GHG emissions would be approximately 1,322 pounds of CO₂e per day.

Operational modeling accounted for mobile-source emissions, energy consumption, area sources, water usage, and solid waste generation associated with operation of the Project. **Table 5** provides a breakdown of the operational GHG emission sources.

Table 5. Annual Project Operational GHG Emission

Emission Sources	CO ₂ e (Metric Tons per Year)
Mobile	4,639
Area	12
Energy	1,020
Water	13
Waste	78
Project Total GHG Emissions	5,762

As shown in **Table 5**, operational GHG emissions generated by the Project would primarily result from mobile sources, followed by building energy use, with smaller contributions from area sources, water consumption, and solid waste generation. The Project's operational GHG emissions would result from ongoing activities associated with the Project, including employee vehicle trips, building energy demand, maintenance activities, water usage, and waste generation. The Project would comply with CALGreen requirements. Consequently, compared to the previously and/or existing facilities the Project would replace, the Project would have an overall beneficial effect on GHG emissions, and the District would reduce its contribution to GHG emissions.

In April 2022, the BAAQMD adopted revised CEQA Air Quality Guidelines. The significance threshold for GHG emissions from land use projects shifted to a "fair share" approach tied to achieving California's carbon neutrality target by 2045, replacing the previous numeric bright-line thresholds. BAAQMD has identified design elements that do not "lock in" GHG emissions in order to achieve California's long-term climate goal of carbon neutrality by 2045. If the design elements are incorporated into the design and construction of a project, then the project would contribute its portion of what is necessary to achieve California's long-term climate goal. Table 3-2 of the BAAQMD 2022 CEQA Guidelines identifies two design guidelines to reduce a project's contribution to GHG emissions. A project must meet either Threshold A or Threshold B to have a less-than-significant impact on GHGs.

Threshold A. Projects must include, at a minimum, the following design elements.

1. Buildings

- A. The project shall not include natural gas appliances or natural gas plumbing (in both residential and non-residential development).
- B. The project shall not result in any wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA § 21100(b)(3).⁶⁰ and CEQA Guidelines § 15126.2(b).⁶¹

⁶⁰ [CEQA § 21100\(b\)\(3\)](#)

⁶¹ [CEQA Guidelines § 15126.2\(b\) - Consideration and Discussion of Significant Environmental Impacts](#)

2. Transportation

- A. The project shall achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan⁶² (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target that reflects the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory: Evaluating Transportation Impacts in CEQA:
- Residential projects: 15 percent below the existing VMT per capita
 - Office projects: 15 percent below the existing VMT per employee
 - Retail projects: no net increase in existing VMT
- B. The project shall achieve compliance with off-street EV requirements in the most recently adopted version of CALGreen Tier 2.

Threshold B. Projects must include, at a minimum, the following project design elements: Projects must be consistent with a local GHG reduction strategy that meets the criteria under CEQA Guidelines § 15183.5(b)⁶³.

The Project meets the design requirements for Threshold A, as follows.

- Threshold 1a. No Natural Gas Appliances and Plumbing.** The Project does not include any natural gas appliances or natural gas plumbing. The Project would rely on electricity for building operations.
- Threshold 1b. No Wasteful, Inefficient, or Unnecessary Energy Use.** Refer to Section 5.6 which documents how the Project would not result in wasteful, inefficient, or unnecessary energy use during construction and operation. Additionally, Project construction would use Tier 4 Equipment where feasible, and the design of the Project would be compliant with CALGreen requirements and incorporate energy-efficient building systems consistent with current State standards. The Project also includes installation of on-site solar panels designed to support approximately 50 percent of the Project's electricity demand, further reducing reliance on grid-supplied electricity and associated GHG emissions.
- Threshold 2a. No New Vehicle Miles Traveled.** The Project is not a new land use. The Project consists of redevelopment and modernization of existing District administrative facilities. The Project involves a local serving use and is screened from extended VMT analysis pursuant to Senate Bill 743⁶⁴. The Project's VMT target reflects the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory: Evaluating Transportation Impacts in CEQA; refer to Section 5.17(b).

Moreover, the District is not expanding administrative services at the Project Site that would result in new VMT to the Project Site. The District Board meetings that are currently held offsite at different District facilities and City Hall would now be accommodated at the Project Site. Administrators attending off-site Board meetings would no longer be required to travel offsite.

⁶² [CARB 2022 Scoping Plan Documents](#)

⁶³ [CEQA Guidelines § 15183.5\(b\) - Tiering and Streamlining the Analysis of Greenhouse Gas Emissions](#)

⁶⁴ [Senate Bill 743](#)

Guests and public meeting attendees' existing trips would be redirected to the Project Site and no new VMT would be generated. Therefore, the Project would have an overall reduction in VMT and according to the Governor's Office of Planning and Research's Technical Advisory: Evaluating Transportation Impacts in CEQA,⁶⁵ the Project would lead to a less-than-significant transportation impact.

- **Threshold 2b. CALGreen Tier 2.** The Project would achieve compliance with off-street EV requirements in the most recently adopted version of CALGreen Tier 2. The Project would also include 52 EV capable stalls and 12 EV charging stations (1 van accessible and 11 standard stalls). The parking lots would be access-compliant for wheelchair and van accessibility, including 5 van accessible stalls for carpooling and rideshare. The Project also includes one bike locker and one bike rack for a total of 12 bike stalls.

The Project incorporates features that would reduce operational GHG emissions and support achievement of State and regional climate goals. Therefore, impacts would be less than significant. No mitigation would be required.

b) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Less-Than-Significant Impact. The Project is subject to State and regional plans, policies, and regulations adopted for the purpose of reducing GHG emissions, including Assembly Bill 32 of 2006,⁶⁶ Senate Bill 32 of 2016,⁶⁷ Assembly Bill 1279 of 2021,⁶⁸ and the CARB 2022 Scoping Plan for Achieving Carbon Neutrality Plan.⁶⁹ As mentioned previously, the Project would comply with applicable California Building Energy Efficiency Standards, CALGreen requirements, and other State regulations intended to reduce energy consumption and GHG emissions. Moreover, the Project satisfies BAAQMD project-level design elements that are consistent with the GHG reduction measures and development attributes identified in the CARB 2022 Scoping Plan for carbon neutrality, via building electrification and transportation demand reduction.

The Project incorporates features that reduces operational GHG emissions and support achievement of State and regional climate goals. Therefore, the Project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Impacts would be less than significant. No mitigation would be required.

⁶⁵ [Governor's Office of Planning and Research. Technical Advisory: Evaluating Transportation Impacts in CEQA](#)

⁶⁶ [AB 32 of 2006](#)

⁶⁷ [SB 32 of 2016](#)

⁶⁸ [AB 1279 of 2021](#)

⁶⁹ [Final 2022 Scoping Plan for Achieving Carbon Neutrality](#)

5.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. ⁷⁰ and, as a result, would it create a significant hazard to the public or to the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

⁷⁰ [Government Code § 65962.5: Article 6. Development Permits for Classes of Project](#)

Discussion

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-Than-Significant Impact. Hazardous materials such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and cleaners, would be routinely used on the Project Site during construction activities (e.g., demolition, excavation, on-site grading, building construction). However, all potentially hazardous materials used during construction would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the risk from use of hazardous materials. In addition, the Project would comply with all applicable federal, State, and local requirements concerning the use, storage, and management of hazardous materials, including but not limited to the Resource Conservation and Recovery Act (RCRA), California Hazardous Waste Control Law, the federal Occupational Safety and Health Administration (OSHA), Cal/OSHA, BAAQMD rules, and the Santa Rosa Fire Department.

These requirements would regulate the amount of hazardous materials used, accident prevention, protection from exposure to specific chemicals, and the proper storage and disposal of hazardous materials. As such, any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards and regulations. Accordingly, construction activities associated with implementing the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant. No mitigation would be required.

Project operations would not generate significant amounts of hazardous materials, beyond what is currently generated at the M&O facility and by administrative operations. Only minimal amounts of common, day-to-day hazardous materials, such as those materials used in routine cleaning of buildings or maintenance of landscaping equipment, would be stored at the new building and relocated from the existing M&O facility to the new modernized facility. These materials would continue to be used, stored, and disposed of in accordance with existing regulations and product labeling with implementation of the Project and would not create a significant hazard to the public or to the environment. Therefore, compliance with manufacturer's standards and all applicable local, State, and federal laws and regulations relating to environmental protection and the management of hazardous materials would ensure potential impacts associated with the routine transport, use, or disposal of hazardous materials during operation of the Project would remain less than significant. No mitigation would be required.

b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-Than-Significant Impact. The District prepared a Phase I Environmental Site Assessment (ESA; Terraphase Engineering Inc. 2025) for the Project Site. Phase I ESAs identify potential environmental concerns associated with a property by evaluating current and historical site uses, adjacent property uses, and environmental records. The Phase I ESA prepared for the Project identified recognized

environmental conditions, including use of the property as a maintenance yard that manages and stores hazardous materials, contains stockpiled soil, uses a grease interceptor (oil-water separator), and operated five former on-site underground storage tanks; buildings may contain lead-based paints and termiticides, and a nearby City well that has contaminated groundwater is possibly beneath the Project Site.

Hazardous Building Materials

Project implementation would require the removal of existing permanent and portable buildings that may contain hazardous materials. Hazardous materials are commonly found in building materials such as lead-based paint, asbestos-containing materials, polychlorinated biphenyl (PCB)-containing materials and equipment, and mercury-containing lights and devices. Exposure of construction workers or members of the public could result from direct contact with these substances during demolition activities, incidental ingestion of these substances, and/or inhalation of airborne dust released from dried hazardous materials.

The existing building structures were constructed when building materials may have contained asbestos. Therefore, their proposed removal must be conducted in accordance with BAAQMD Regulation 11, Hazardous Pollutants, Rule 2, Asbestos Demolition, Renovation and Manufacturing,⁷¹ which requires asbestos surveys prior to demolition or renovation; notification to BAAQMD before asbestos disturbance activities regardless of asbestos content; proper removal, handling, containment, and disposal of asbestos-containing materials; use of licensed asbestos abatement contractors and certified personnel where applicable; and compliance with specified monitoring, recordkeeping, and disposal requirements to prevent airborne asbestos emissions.

Disturbance of lead-containing and lead-based paint must be performed in accordance with applicable laws and regulations, including but not limited to Cal/OSHA's Construction Lead Standard (8 CCR § 1532.1)⁷² and 17 CCR §§ 35001 through 36100,⁷³ as may be amended. These regulations apply to construction, demolition, renovation, painting, and maintenance activities that may expose workers to lead and require exposure assessment, worker protection, containment, respiratory protection, hygiene controls, and training. 17 CCR includes requirements for lead hazard evaluation and abatement.

Electrical and lighting equipment that may contain hazardous materials such as mercury and PCBs can be readily identified and, therefore, would be appropriately managed and disposed of in accordance with applicable regulations including the Toxic Substances Control Act, California Department of Toxic Substances Control hazardous waste rules, and other federal and State regulations; however, PCB-containing building materials such as caulks/sealants, rubber window seals/gaskets, specialized paints, mastics, and other adhesives cannot be readily identified and require testing to evaluate whether these materials contain PCBs.

⁷¹ [BAAQMD Regulation 11, Hazardous Pollutants, Rule 2, Asbestos Demolition, Renovation and Manufacturing](#)

⁷² [Lead, Appendix B, 8 CCR § 1532.1](#)

⁷³ [17 CCR §§ 35001 through 36100](#)

The District and its construction contractor would conduct comprehensive hazardous building materials surveys and abatement activities prior to demolition of existing structures on the Project Site. Hazardous building materials removed prior to demolition activities would be transported and disposed of in accordance with established laws and at a facility permitted to accept the wastes. Compliance with existing regulations concerning the surveying and handling of these hazardous materials would limit a reasonably foreseeable upset and reduce their potential exposure to the public or the environment. Therefore, impacts would be less than significant.

Hazardous Soils

Based on the recognized environmental conditions identified in the Phase I ESA, the District prepared a Phase II ESA for the Project (Phase II) (Terraphase Engineering Inc. 2026) which determines whether the potential environmental contamination identified in the ESA is present at a property and, if so, to characterize its nature, extent, and potential risk. The Phase II investigated the soil and groundwater in the vicinity of the existing and former buildings, the future building footprint, pad-mounted transformers, an oil/water separator, a wash pad, and underground storage tanks. The Phase II found that releases associated with historical site features and activities have not resulted in significant contamination at the Project Site and do not pose significant risk to current and future site occupants based on the proposed continued use of the Project Site for administrative and maintenance purposes. Therefore, the management and handling of soils at the Project Site during construction would not require additional special handling, beyond BMPs and standards established by RCRA, California Hazardous Waste Control Laws, OSHA, Cal/OSHA, and BAAQMD rules. Compliance with existing regulations and laws would limit a reasonably foreseeable upset and reduce the potential exposure during construction to the public or the environment.

Moreover, the proposed administration building would include a 33-inch-thick gravel bed underneath a concrete mat slab foundation. This Project design would act as a ventilation layer, preventing potential vapor intrusion if there were contaminated soil and groundwater. Project operations would be similar to conditions when both the administrative and M&O operations were at the Project Site, which do not pose any reasonably foreseeable upsets and accidents involving the release of hazardous materials into the environment. Therefore, the Project's construction and operational activities would be less than significant. No mitigation measures would be required.

c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-Than-Significant Impact. The Project Site is located on an existing District administration and M&O campus. The proposed uses would not emit any new or additional hazardous emissions or require the handling of new hazardous materials that are not already use at the Project Site. A small amount of common household hazardous materials may be stored in a janitorial storeroom, including cleaning solutions, bleach, and automotive lubricants. Operational activities associated with the Project would not result in significant emitted hazardous emissions or handling of hazardous materials, substances, or waste. As discussed earlier, Project construction would comply with existing laws and regulations which would limit the release of hazardous emission and materials. Therefore, potential impacts related to

emissions or handle of hazardous materials within one-quarter mile of an existing or proposed school would be less than significant. No mitigation would be required.

d) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-Than-Significant Impact. Section 65962.5 of the Government Code requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a “list” of hazardous waste sites and other contaminated sites. While Section 65962.5 refers to the preparation of a “list,” many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of multiple agencies.

As part of the site-specific Phase I ESA, agency database lists were reviewed for known or suspected contaminated sites and for sites that store, generate, or use hazardous materials near the subject property. Based on the database search, the Project Site is not listed on any Cortese List.

Based on the above, implementation of the Project would not create significant hazard to the public or the environment, and such impacts would be less than significant. No mitigation would be required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project Site is located approximately 6 miles southeast of the Charles M. Schulz–Sonoma County Airport located at 2200 Airport Boulevard in Sonoma County. The Charles M. Schulz–Sonoma County Airport is governed by the Sonoma County General Plan, Air Transportation Element, Sonoma County Municipal Code Chapter 26 (Zoning, Airport Combining District (“A”)),⁷⁴ and the Charles M. Schulz–Sonoma County Airport Comprehensive Airport Land Use Plan (CALUP).⁷⁵ which was developed by the Sonoma County Airport Land Use Commission (ALUC). This latter document is intended to provide for reasonable, safe, and efficient use of the airport as a public transportation facility and as a base for aviation and aviation-related operations and to protect the municipal environment from the effects of aircraft noise. Potential land use development is to be judged compatible with the airport based on criteria set forth in the ALUC Procedural Policies contained in the ALUC document.

According to the Charles M. Schulz–Sonoma County Airport CALUP, the Project Site is not located within the Charles M. Schulz–Sonoma County Airport Influence Area (Charles M. Schulz–Sonoma County Airport CALUP 2001, Exhibit C4). Federal Aviation Regulations Part 77 establishes standards and notification requirements for objects affecting navigable airspace. Code of Federal Regulations Title 14 Part 77.13⁷⁶ requires that any applicant who intends to perform any construction or alterations to

⁷⁴ [Sonoma County General Plan, Air Transportation Element](#)

⁷⁵ [Charles M. Schulz–Sonoma Airport Comprehensive Airport Land Use Plan](#)

⁷⁶ [14 CFR 77.13 - Applicability](#)

structures that exceed 200 feet in height above ground level must notify the Federal Aviation Administration for approval. The Project does not include high-rise structures in the proximity of an airport airway that would conflict with Federal Aviation Regulations Part 77 regulations. As a result, the Project would not result in safety hazards for people residing or working in the area.

Additionally, because the Project Site is not located within the boundaries of the Airport Influence Area, nor any noise contours for the airport, occupants of the Project Site would not be exposed to excessive noise from airport operations. The Project features improvements to the existing on-site school facilities; no new land use is proposed and no increase in occupancy or student enrollment would result. Therefore, the Project would not result in the exposure of occupants of the Project Site to increased safety hazards or noise relative to airport operations.

f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project does not propose alterations to the City of Santa Rosa General Plan Safety Element. Additionally, the Project would conform to City of Santa Rosa General Plan Safety Element Chapter 5, which requires that development not impair emergency vehicle access, and regulates the storage, use, and transportation of hazardous materials used during construction. The Project would comply with Santa Rosa Fire Department codes and policies.

The Project would not interfere with the City of Santa Rosa Emergency Operations Plan.⁷⁷ which implements policies of the City's General Plan Safety Element and includes procedures for evacuation orders and routes, public notification systems, and coordination of shelters. The Project would not affect the conditions of the nearest existing emergency access or evacuation route that would occur via the existing local roadway network serving Ridgway Avenue and surrounding arterial streets, consistent with the City of Santa Rosa Emergency Operations Plan and Sonoma County evacuation planning framework. Additionally, all construction vehicles and machinery would be parked on the Project Site and not on the adjacent roadway. Therefore, the Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site is located in a fully built-out urbanized environment. The Project Site is not identified by CAL FIRE as being in a fire hazard severity zone or in a State responsibility area.⁷⁸ Therefore, no impact would occur with regard to the exposure of people to wildland fire hazards as a result of implementing the Project.

⁷⁷ [City of Santa Rosa Emergency Operations Plan](#)

⁷⁸ [CAL FIRE Fire Hazard Severity Zones](#)

5.10 Hydrology and Water Quality

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or offsite;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

This section is partially based on the *Drainage Report: Santa Rosa Unified School District, APN 180-470-007, Santa Rosa District Office Building Improvements, 211 Ridgway Ave., Santa Rosa, CA 95401*, prepared by DIG Engineers, dated May 2026 (included as Appendix E).

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-Than-Significant Impact. The Project involves demolition; construction of a new building structure, parking, and outdoor landscape areas; and modernization of an existing building. The Project's implementation would create pollutant sources during construction and operation that could violate water quality standards and waste discharge requirements.

During construction, the Project could result in short-term adverse impacts to surface water quality. Grading and construction activities within the Project Site would involve the disturbance of on-site soils for utility improvements and building pad preparation, thereby increasing the potential for erosion and off-site transport of sediment in stormwater runoff. The use of heavy equipment, machinery, and other materials during construction could result in adverse water quality impacts if spills were to encounter stormwater and polluted runoff were to enter downstream receiving waters. Peak stormwater runoff could result in short-term sheet erosion within areas of exposed or stockpiled soils. Additionally, the compaction of soils by heavy equipment may reduce the infiltration capacity of soils and increase runoff and erosion potential.

The Project would be required to obtain and comply with the Construction General Permit from the SWRCB.⁷⁹ The main objectives of the General Permit are to:

1. reduce erosion;
2. minimize or eliminate sediment in stormwater discharges;
3. prevent materials used at a construction site from contacting stormwater;
4. implement a sampling and analysis program;
5. eliminate unauthorized non-stormwater discharges from construction sites;
6. implement appropriate measures to reduce potential impacts on waterways both during and after construction of projects; and,
7. establish maintenance commitments on post-construction pollution control measures.

California mandates all construction activities disturbing more than 1 acre of land to develop and implement SWPPPs, prepared by a Qualified SWPPP Developer, and follow requirements for a traditional project specified in the California Stormwater Quality Association Stormwater BMP Handbook: Construction.⁸⁰ A SWPPP documents the selection and implementation of BMPs for a specific construction project, charging owners with stormwater quality management responsibilities. A SWPPP discusses pollutant source assessments, BMP implementation, spill prevention and response, monitoring program requirements, SWPPP maps and drawings, title sheets and construction drawings, and sampling and inspection procedures. Examples of BMPs include gravel bag berms, silt fencing, fiber

⁷⁹ [NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities \(General Permit\), Order WQ 2022-0057-DWQ, NPDES No. CAS000002.](#)

⁸⁰ [California Stormwater Quality Association Construction BMP Handbook](#)

rolls, street sweeping, and general housekeeping measures to prevent stormwater contact with construction materials. The BMPs would comply with Best Available Technology/Best Control Technology standard.

The District has prepared a SWPPP for the Project. The SWPPP includes BMPs that would preserve existing vegetation where required and when feasible; apply erosion control blankets, check dams, erosion control seeding, or alternate methods; and establish a vehicle cleaning area prior to beginning construction.⁸¹ A Qualified SWPPP Practitioner would be onsite to identify additional BMPs, if required to address potential effluent exceedances. If dewatering during construction is needed, the Project would also be required to obtain a general permit for construction dewatering issued by the North Coast Regional Water Quality Control Board. Compliance with the Construction General Permit and SWPPP would control and reduce construction-related pollutants from discharging into waterways and ensure that construction activities would not substantially degrade surface water quality or violate applicable water quality standards. Therefore, construction-related impacts would be less than significant, and no mitigation would be required.

The Project would not change the use of the Project Site. Similar to existing conditions, operation of the Project would generate pollutant sources typical of administrative office building and a maintenance yard. Potential sources would result from parking and maintenance areas, trash enclosures, and landscaped areas. Pollutants associated with these features may include sediment, hydrocarbons, nutrients, metals, trash, detergents, pesticides, and non-stormwater discharges that could adversely affect downstream water quality if not properly controlled through implementation of BMPs and operational measures. The designs of the proposed building and the modernized M&O facility would include features to manage the safe and improved handling of hazardous materials and sources and to meet State laws and regulations.

Table 6 shows the amount of existing and proposed ground surfaces of the DOEC site; the M&O site would remain similar as existing conditions, as the proposed modernization of the existing facility would not substantially remove existing impervious areas. As shown, the Project would increase impervious surfaces at the DOEC site by 2 percent. However, this calculation is conservative because it is based on existing conditions whereby soil is currently exposed from the recently removed buildings that was not exposed prior to their demolition. The Project would actually increase pervious areas on the Project Site compared to conditions prior to the removal and demolition of on-site buildings.

Table 6. Existing and Proposed Ground Surfaces

Site Condition	Impervious		Pervious	
	Area (square feet)	Percentage	Area (square feet)	Percentage
Pre-Construction	143,953	77%	41,837	23%
Post-Construction	146,144	79%	39,290	21%
Source: Appendix E				

⁸¹ Santa Rosa Unified School District. 2026. *Stormwater Pollution Prevention Plan for Santa Rosa District Office Building Improvements*. Prepared by DIG Engineers. May 12, 2026.

The Project Site would be graded and designed to capture stormwater runoff by the proposed catch basins and low impact design features, including the bioswale and flow through planters. Although the drainage report (Appendix E) assumes the Project would conservatively increase impervious areas, with the implementation of the proposed low impact development features, post-construction, the Project would reduce stormwater flows measured in cubic feet per second (CFS) during 10-year, 25-year, and 100-year storm events, as shown in **Table 7**.

Table 7. Existing and Proposed Ground Surfaces

Storm Event	Pre-Development Flows (cubic feet per second)	Post-Development Flows (cubic feet per second)
10-Year	8.36	8.25
25-Year	9.93	9.79
100-Year	12.49	12.30
Source: Appendix E		

As the Project's operations would be designed to limit potential impacts to water quality and violation to water quality standards and waste discharge requirements, operation-related impacts would be considered less than significant. No mitigation would be required.

b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less-Than-Significant Impact. The City of Santa Rosa and the Project Site are located in the Santa Rosa Plain, which is a sub-basin of the Santa Rosa Valley Groundwater Basin. The City currently relies on groundwater to supplement its water supply during the late Spring through early Fall when peak demand occurs. Between 5 and 10 percent of the City's water supply during this time period originates from groundwater.^{82, 83}

The Project Site is developed with District administrative facilities and a maintenance yard; it is not used as a groundwater recharge facility. Additionally, the Project, which would essentially entail reconstructing and replacing the existing facilities with similar new facilities would not require groundwater extraction or decrease groundwater supplies.

The Project would be implemented on a developed property. The Project would include new landscaped areas around a new building and rehabilitated M&O warehouse which would require additional watering following the Project's completion. Newly landscaped areas would slightly increase water demand compared to existing conditions at the Project Site. However, the additional water needed to irrigate the newly landscaped areas would not substantially increase groundwater demand or otherwise

⁸² [City of Santa Rosa Water Supply](#)

⁸³ [City of Santa Rosa Groundwater](#)

deplete area groundwater supplies overall. In addition, the newly landscaped areas would allow for a slight increase in the overall infiltration of on-site stormwater into the underlying substrate when compared to existing conditions.

The Project design would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the Project would impede sustainable groundwater management of the basin. Impacts would be considered less than significant, and no mitigation would be required.

c) Would the Project substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or offsite?

Less-Than-Significant Impact. Refer to the discussion under 5.10-b, regarding the slight addition of pervious surfaces onsite. The Project Site is currently fully developed and does not contain any natural surface water features. Implementation of the Project would alter the existing drainage patterns on the Project Site during construction during earthwork activities, and during operations by adding landscape areas which do not currently exist.

However, the District would be required to prepare and implement a SWPPP for construction-related drainage, to comply with the Stormwater Construction General Permit. The SWPPP identifies BMPs to be implemented on the Project Site to minimize soil erosion and protect existing drainage systems.

The Project has been designed in accordance with the CBSC and CALGreen. It should be noted that, as the Project would be completed in phases, each phase would be designed in accordance with the current CBSC in effect at the time of construction. The Project's design, which would incorporate these requirements as well as engineering erosion controls, would be reviewed and approved as part of the Project's construction and building permits. Compliance with existing State and local regulations developed to minimize erosion and siltation would reduce this impact during construction and operations to a less-than-significant level.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less-Than-Significant Impact. The Project Site does not contain any surface water features. However, implementation of the Project would alter existing drainage patterns and slightly decrease impervious surfaces, compared to existing conditions. As mentioned previously, the Project would be designed in accordance with the applicable CBSC and CALGreen, which prohibit an increase or concentration of post-construction runoff. The Project design would be reviewed and approved as part of the required construction and building permits. Compliance with existing State and local regulations would reduce potential impacts during construction or operations to a less-than-significant level.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-Than-Significant Impact. Refer to the discussion under 5.10-a and 5.10-c. Under existing conditions, the Project Site is developed with hardscape surfaces that currently influence infiltration and affect stormwater runoff from the Project Site. Stormwater from the Project Site is currently accommodated through connection to the City's public stormwater drainage system. Implementation of the Project would alter existing drainage patterns onsite and slightly decrease impervious surfaces, compared to existing condition. However, depending on project design, the Project could still have the potential to concentrate and increase runoff and exceed the existing stormwater drainage system capacity.

As discussed earlier, the Project would be designed in accordance with the CBSC and CALGreen. The Project would incorporate engineering design methods and BMPs consistent with State and local standards and regulations to ensure that runoff from the Project Site would not substantially increase in rate or volume compared to existing conditions. As such, development of the Project would not contribute increased amounts of runoff to the City's existing stormwater drainage system in a manner that would exceed capacity over short- or long-term operations. The City's existing stormwater system is expected to be adequate to accommodate stormwater runoff from the Project Site, and expansion of existing City drainage facilities to serve the Project is not anticipated to be necessary.

Redevelopment of the Project Site could generate polluted runoff that includes sediment from soil disturbances; oil and grease from construction equipment, roadways, and parking lots; pesticides and fertilizers from landscaped areas; metals, paints, and hazardous materials from building demolition; and/or construction debris and trash. As discussed previously, potential pollutants and runoff from the Project's construction and operation activities would be managed with implementation of a SWPPP. As a result, compliance with existing regulations developed to reduce surface and polluted runoff would reduce this impact during construction and operation to a less-than-significant level.

iv) Impede or redirect flood flows?

Less-Than-Significant Impact. As discussed earlier, the Project's drainage would be designed in accordance with the CBSC and CALGreen. The Project would be designed to maintain the existing surface flow characteristics and reduce runoff. As a result, compliance with existing State and local regulations would reduce this impact during construction and operations to a less-than-significant level.

d) Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The Project Site is located approximately 20 miles from the Pacific Ocean. Additionally, according to tsunami inundation maps for the Santa Rosa area produced by the California DOC, the Project Site is not located within a Tsunami Hazard Area or in an area affected by a seiche.⁸⁴

⁸⁴ [DOC Tsunami Hazard Area Map](#)

Additionally, the topography of the Project Site is essentially flat and is not at risk of mudflows. Implementation of the Project would not result in any impacts related to seiche, tsunami, or mudflow.

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-Than-Significant Impact. Refer to discussion under 5.10-a and 5.10-b. The Project would be required to comply with applicable federal, State, and local water quality requirements, including the State Construction General Permit. The Project has also been designed to include low impact design features. The Project includes drainage improvements designed to capture stormwater for drainage back to native soils and treat and manage stormwater runoff prior to discharge into the municipal system. Therefore, the Project would not conflict with or obstruct implementation of any applicable water quality control plan or sustainable groundwater management plan. Impacts would be less than significant, and no mitigation would be required.

5.11 Land Use and Planning

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

a) Would the Project physically divide an established community?

No Impact. Although there are developed residential uses within the vicinity of the Project Site (south across Ridgway Avenue), the Project is located in an area with established public and institutional uses, the original construction of which dates back to 1957. The Project's activities would occur entirely within the same area as the existing district offices and maintenance and operations facility. Therefore, no impacts related to the physical division of an established community would result from the Project.

b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project Site has a City of Santa Rosa General Plan and zoning designation of Public/Institutional.^{85, 86} The Public/Institutional zoning district permits public or semi-public facilities, including government offices, schools, libraries, museums, cemeteries, storage yards, utility facilities, and similar uses.

All activities associated with the Project would occur within the established district administration area and maintenance yard. No changes to the existing land use designation or zoning are required or proposed with the Project. In addition, the Project would result in a continuation of the existing use of the Project Site (i.e., government offices, education center, M&O) and would not conflict with the intended use of the adjacent Ridgway High School campus or with surrounding land uses. For these

⁸⁵ [Santa Rosa General Plan 2050, Adopted June 2025](#)

⁸⁶ [City of Santa Rosa, California. Find Your Zoning District](#)

reasons, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur.

5.12 Mineral Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

a) Would the Project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State?

No Impact. The Project Site is located in Mineral Resource Zone 1 (MRZ-1). MRZ-1 is defined as “areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.”⁸⁷

The Project Site is within Sonoma County, which is part of the North San Francisco Bay Production-Consumption Region. That regional classification includes Portland Cement Concrete (PCC)-grade aggregate resources in certain Quaternary alluvium sectors. The Santa Rosa Quadrangle is mapped within that regional classification; however, the Project Site is not within any mapped PCC-grade Quaternary alluvium sector.

Additionally, the Project Site is not located in any designated Mineral Production Areas or in or near an active surface mining site identified in Sonoma County.⁸⁸

Lastly, there are no oil or gas wells on the Project Site.⁸⁹ The nearest mapped well is Ramando Core Hole 1 (API 0409700058), approximately 5.3 miles west of the Project Site, which is plugged and abandoned.

⁸⁷ [Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area, 1987. Special Report 146, Part III: Classification of Aggregate Resource Areas, North San Francisco Bay Production-Consumption Region.](#)

⁸⁸ [Permit Sonoma. Aggregate Resource Management: Annual Production Reports](#)

⁸⁹ [DOC Geologic Energy Management Division. Well Finder \(interactive map\)](#)

Based on this discussion, the Project would not result in the loss of availability of a known mineral resource of regional or Statewide value. No impact would occur and no mitigation would be required.

b) Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The Project Site is located within an MRZ-1, indicating that no significant mineral deposits are present. Additionally, the Project Site is not listed in the Santa Rosa General Plan or Santa Rosa Final EIR as located within or adjacent to any designated mineral resource recovery sites.⁹⁰

The Project involves redevelopment of an existing developed site and would not include mineral extraction or resource recovery activities. Therefore, the Project would not be designated as a locally important mineral resource recovery site and would not result in the loss of availability of such site. No impact would occur, therefore no mitigation would be required.

⁹⁰ [City of Santa Rosa General Plan EIR](#)

5.13 Noise

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project expose people residing in or working in the Project area to excessive noise levels?	☐	☐	☐	☒

Discussion

This section is based, in part, on noise levels quantified using the Federal Highway Administration's Roadway Construction Noise Model (RCNM) Version 1.0, as presented in Appendix F.

a) Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less-Than-Significant Impact.

Construction

Construction activities are typically temporary and have a short duration, which result in periodic increases in the ambient noise environment. Construction activities associated with the Project would include demolition, grading, building construction, paving, and the application of architectural coatings. Groundborne noise and other types of construction-related noise impacts typically occur during the initial demolition and earthwork phases which have the potential to create the highest levels of noise.

Project construction would start in August 2026 and end in November 2027, a duration of approximately 16 months. Construction activities would occur over seven phases; the estimated construction schedule for each phase is shown in **Table 1**.

The potential for construction-related noise to affect nearby sensitive receptors depends on multiple variables, including specific equipment types, size and number of equipment used, amount of time each piece is in operation, the load factor that the equipment is being used, and the location and proximity of construction activities to sensitive receptors.

As shown in **Figures 4 and 6**, the closest sensitive receptors located off the Project Site are single-family residential uses located approximately 100 feet to the south on Ridgway Avenue. According to the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual General Noise Assessment methodology⁹¹, noise can be considered as concentrated at the center of the Project Site. As such, estimated noise levels were calculated from the center of the Project Site. Although the closest sensitive receptor is located approximately 100 feet to the south when measured from the boundary, the geographic center of the Project Site is approximately 365 feet from the closest sensitive receptor (residential use). The following analysis quantifies noise levels from construction activities occurring at a distance of 365 feet (center of the Project Site).

The City's noise ordinance, codified in Chapter 17-16 of the City Code⁹², is designed to protect people from non-transportation noise sources such as machinery, equipment, pumps, fans, air conditioners, or other similar mechanical devices. SRMC § 17-16.120 (Machinery and Equipment) states that it is unlawful for the operation of machinery and equipment, including construction equipment, to exceed 5 dBA over the ambient noise levels at receiving properties. The acceptable ambient noise standards for the residential land uses (R-1 and R-2 zoning districts) located south of the Project Site is shown in Table 8.

Table 8. Ambient/Base Noise Levels

Zoning District	Time	Sound Level (dBA)
R-1 and R-2	10:00 p.m. to 7:00 a.m.	45
	7:00 p.m. to 10:00 p.m.	50
	7:00 a.m. to 7:00 p.m.	55
Source: Santa Rosa City Code § 17-16.030		

Accordingly, the maximum allowed construction noise would be a daytime limit of 60 dBA at the R-1 and R-2 residential zoning districts. However, the threshold of 60 dBA would not be realistic and practical for most construction activities. The City's General Plan EIR acknowledges this and suggests using the *Transit Noise and Vibration Impact Assessment Manual*, which provides daytime construction noise

⁹¹ [Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual \[2018\]](#)

⁹² [City of Santa Rosa Municipal Code Chapter 17-16: Noise](#)

limits of 80 dBA Leq at residential land uses and 90 dBA Leq at commercial and industrial land uses^{93, 94} as the threshold. Therefore, construction noise impacts analysis herein also use this threshold.

Typical noise levels that would be generated by the Project's construction equipment are shown in **Table 9** and were modeled using the Federal Highway Administration's RCNM. To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all heavy construction equipment is assumed to operate simultaneously. Results from the RCNM also assume a clear line-of-sight and no other machinery or equipment noise that would mask construction noise generated by the Project; however, shielding of buildings and other barriers that interrupt line-of-sight conditions would help further reduce noise levels below those shown in **Table 9**. The construction equipment list is based on CalEEMod. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 9. Noise Levels Generated by Construction Equipment

Construction Phase	Estimated Exterior Construction Noise Level at 365 Feet (Center of Project Site) (dBA Leq)
Demolition and Clearing	69.2
Site Preparation and Utilities	65.3
Grading	68.5
Building Construction	65.5
Architectural Coatings	58.7
Source: Appendix F	

As shown in **Table 9**, the nearest receptors to the Project Site could be exposed to temporary and intermittent construction noise levels ranging from approximately 58.7 to 69.2 dBA Leq. These levels assume that construction equipment would be operating simultaneously. Construction noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain would also result in lower noise levels at distant receptors. Using the FTA's daytime construction noise level limit of 80 dBA Leq at residential land uses, construction noise impacts would be less than significant.

Although impacts would be less than significant, construction activities often implement BMPs to further minimize construction noise. Some construction BMPs include the following.

- Construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, unless permission is granted with a development permit or other planning approval.
- Utilize the best-available noise suppression devices and techniques during construction activities.

⁹³ [City of Santa Rosa General Plan EIR: Construction Noise](#)

⁹⁴ [Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual \[2018\]](#)

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Prohibit unnecessary idling of internal combustion engines.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- Establish construction staging areas at locations that would create the greatest distance between the construction-related noise source and noise-sensitive receptors nearest the Project Site during all project construction.
- Limit construction traffic—to the extent feasible—to haul routes approved in advance of issuing building permits by the City.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Prohibit construction workers’ music/radios or other unnecessary exterior noise sources at the Project Site.
- Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to the adjacent land uses and nearby residences.
- For larger projects, generally over 1 acre, designate a “disturbance coordinator” who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler or the like) and require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the Project Site and include it in the notice sent to neighbors regarding the construction schedule.
- If receptors adjoin the Project Site, construct a solid plywood fence along the shared property line, where feasible. A temporary noise barrier tall enough to block direct line-of-sight with ground-level receptors would provide about 5 dBA attenuation for adjacent noise-sensitive receptors when construction activities occur at the ground level.
- To reduce vibration impacts from paving, use a static roller in lieu of a vibratory roller; for grading and earthwork activities, use off-road equipment limited to 100 horsepower or less; and if impact pile driving is proposed, implement one or more of the following alternate methods:
 - Use caisson drilling (drill piles), vibratory pile drivers, oscillating or rotating pile installation methods, pile pressing, “silent” piling, and jetting or partial jetting of piles into place using a water injection at the tip of the pile, or if geological conditions permit, cast-in-drilled-hole foundation systems shall be used instead of impact pile driving.
 - Foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. Pre-drilling foundation pile holes is a standard construction noise-control technique. Pre-drilling reduces the number of blows required to seat the pile.

- Temporary noise-control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise-control blanket barriers can be quickly erected. If the hammer is shrouded, about 3 to 5 dBA of noise reduction could be expected, and more reduction could be achieved with the inclusion of a property line barrier. If a noise-control blanket is erected on the receiving buildings, 5 to 10 dB of noise reduction could be achieved depending on how much shielding can be reasonably achieved.

Operations

The Project would not result in a significant increase in noise over existing conditions. The proposed improvements would not increase the existing number of HVAC units on the buildings. Moreover, the HVAC units would be placed farther away from the nearest sensitive receptors as compared to the previous buildings. The Project would minimally expand operations at the Project Site with the new Boardroom. However, the use of the Project Site as a Board Meeting location would not substantially increase operations at the Project Site. Regular Board sessions usually begin at 6:00 p.m., after the end of the workday, when employees have left. As a result, any new traffic generated by Project would not be substantially greater than that previously experienced. Therefore, operational noise impacts as a result of the Project would be less than significant.

b) Would the Project generate excessive groundborne vibration or groundborne noise levels?

Less-Than-Significant Impact. The Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels during Project construction and operation.

Construction

Project construction would have the potential to generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels.

Types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. The Caltrans *Transportation and Construction Vibration Guidance Manual*⁹⁵ identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage thresholds for continuous vibrations of 0.3 inch/second peak particle velocity (PPV) for older residential structures and 0.25 inch/second PPV for historical and some older buildings. Typical vibration levels produced by construction equipment expected to be used for the Project are listed in **Table 10**.

⁹⁵ [Caltrans Transportation and Construction Vibration Guidance Manual, April 2020](#)

Table 10. Typical Vibration Levels for Construction Equipment

Equipment	Reference Peak Particle Velocity at 25 feet (inches per second)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003
Vibratory Rollers	0.210
Notes: 1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/Distance)^{1.5}$ where: PPV equip = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV ref = the reference vibration level in in/sec from Table 7-4 of the FTA Transit Noise and Vibration Impact Assessment Guidelines Source: Caltrans 2020	

Groundborne vibration decreases rapidly with distance. The nearest sensitive receptors to where major construction activities would occur are the existing single-family residences located approximately 100 feet to the south of the nearest construction activities on the Project Site across Ridgway Avenue. It is also assumed the existing single-family residences are considered older buildings because many of the homes were built in the 1920s and 1930s.⁹⁶ As shown in **Table 10**, vibration velocities from typical heavy construction equipment would range from 0.003 to 0.210 inches per second PPV at 25 feet, which would not exceed the 0.3 inches per second PPV thresholds for older residential structures located a minimum 100 feet distance. Therefore, impacts at this distance would be considered less than significant.

Operations

Project operation would result in replacing existing equipment, facilities, or activities and would not introduce new sources that could result in perceptible groundborne vibration. As such, Project operation would not create perceptible vibration impacts to the nearest sensitive receptors. A less-than-significant impact would occur pertaining to vibration impacts from Project operation.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public

⁹⁶ Zillow. 2025. www.zillow.com. Accessed December 4, 2025.

use airport, would the Project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located within an airport land use plan and there are no public or private airports or airstrips within 2 miles of the Project Site. The nearest airport to the Project Site is the Charles M. Schulz–Sonoma County Airport, located at 2200 Airport Boulevard in the City of Santa Rosa, approximately 6 miles to the northwest. Therefore, the Project’s implementation would not expose people residing or working on the Project Site to excessive airport noise levels. No impact would occur.

5.14 Population and Housing

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Induce substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-Than-Significant Impact. Population growth is typically associated with the construction of new homes and businesses and changing land use designations that allow these types of development; the Project does not propose these. Additionally, the Project does not propose new roads or extensions of existing roads. Project implementation would result in the return of previous administrative operations to the Project Site. Therefore, long-term operation of the Project would not induce population growth.

Construction of the Project would require a range of 15 workers during paving activities to approximately 85 workers at the peak of the building construction phase. Given the temporary nature of construction industry jobs, the relatively large construction industry in the region, and the relatively nominal total number of construction workers needed during any construction phase, the labor force from within the region would be sufficient to complete Project construction without an influx of new workers and their families. Therefore, no direct or indirect increases in population growth would result with the Project's implementation. Impacts would be less than significant.

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would be implemented at an established District property developed with permanent and portable structures. Project implementation would not involve the removal or relocation of any housing and would therefore not displace any people or necessitate the construction

of any replacement housing. No existing residences would be displaced or removed as a result of the Project. No impact would occur.

5.15 Public Services

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Discussion

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

Less-Than-Significant Impact. The City of Santa Rosa Fire Department⁹⁷ operates 10 fire stations throughout the City of Santa Rosa. The Project Site would be primarily served by Fire Station No. 11, located approximately 0.5 miles to the south at 955 Sonoma Avenue.

The Project would redevelop and modernize an existing District site with new administrative and education support buildings designed in accordance with the CBSC and California Fire Code. Improvements would include new fire alarms, a fire water system, interior sprinklers, and upgraded hydrants to enhance safety.

⁹⁷ City of Santa Rosa. "Fire." *City of Santa Rosa – Santa Rosa, CA*. Accessed November 14, 2025. <https://www.srcity.org/3930/Fire>.

The Project's storm drain system and firewater lines would require new connections to existing lines. However, this improvement would not require new or physically altered fire protection facilities or significantly increase the need for fire protection services. The new fire protection system installed as part of the Project would provide first response to fires on the Project Site thereby reducing overall need and increasing efficiency of fire protection services.

The Project would not increase student enrollment, staffing, or residential population in a way that would affect response times or service capacity. Construction activities would comply with Fire Department standards and BMPs to minimize fire hazards. Additionally, the Project would comply with applicable laws and regulations to ensure job site safety, including the secure storage of hazardous solvents and fuels in locked containers. Adherence to these and other BMPs would minimize the risk of fire hazards during construction activities. As a result, temporary fire protection facilities would not be required during construction. Therefore, the Project would not require new or expanded fire protection facilities, and impacts would be less than significant.

b) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

Less-Than-Significant Impact. The Santa Rosa Police Department (SRPD) provides police protection services in the City (City 2025a). The SRPD is headquartered at 965 Sonoma Avenue, approximately 1.8 miles southeast of the Project Site. As of 2023, SRPD is staffed by 181 sworn and 76 civilian employees who provide police protection services to the Project area (California Board of State and Community Corrections 2023).

As discussed in Section 5.14, the Project involves redevelopment of an existing District facility and would not result in population increase or introduce uses that substantially raise demand for police services. As the demand for police protection is dependent on population needs, the lack of increase in the population at the Project Site would result in no additional increase in the demand for police services. The Project would not require the implementation of new or physically altered police protection facilities that would cause environmental impacts on the surrounding area.

During construction, the Project Site would be enclosed with perimeter fencing and lighting to deter trespassing and vandalism. If required, video surveillance and other security systems would also be installed to enhance site safety. Additionally, the SRPD may conduct patrols to provide supplemental security. However, the Project would not require additional police services or the development of new or expansion of police facilities. Therefore, the Project would not result in the need for new or physically altered police protection facilities that could cause environmental impacts, and potential impacts would be less than significant.

c) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or the need for new or physically

altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

No Impact. The construction of new school facilities is generally driven by population growth that leads to higher student enrollment and, in turn, creates the need for additional classrooms and schools. The Project would replace existing aging administrative buildings with new facilities but would not in itself generate a significant number of new students or necessitate the construction of more school facilities. Because no demand for additional school facilities would occur, the Project would not create the need for new or physically altered school facilities that could cause an environmental impact. Moreover, the Project would include seven new and state-of-the-art classrooms for use by the District's Adult Transition Program. The Project would have a beneficial effect on school facilities. Therefore, no impact would occur.

d) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

No Impact. The City of Santa Rosa Recreation & Parks Department operates more than 1,000 acres of land or about 4 percent of the City's total land area with 107 City-operated parks and open spaces (City 2025b). The Project would involve reconstruction and modernization of an existing District property and would not include residential development or uses that would increase population or demand for public parks. In addition, the Project proposes internal landscaped areas and improvements such as the learning garden. The new landscaped areas and small outdoor amenities would be located on the Project Site but would benefit the surrounding community because they would be available for community use under the Civic Center Act and District policy. Therefore, the Project would not create a need for new or expanded park facilities that could cause significant environmental impacts. No impact would occur.

e) Would the Project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

No Impact. The Project would involve reconstruction and modernization of an existing District property and would not include residential development or uses that would increase population or public facilities. The Project would not generate housing or population growth and, therefore, would not increase demand for other public facilities such as libraries, community centers, or civic offices. Additionally, the Project would not require construction or expansion of additional public facilities. Therefore, no impact would occur.

5.16 Recreation

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

Discussion

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The City of Santa Rosa Recreation & Parks Department operates more than 1,000 acres of land or about 4 percent of the city's total land area with 107 City-operated parks and open spaces (City 2025b). The closest park facilities to the Project Site are Finali Park located 0.47 miles to the west, Franklin Park located 0.78 miles to the northeast, and Steele Lane Park located 0.85 miles to the north.

The Project would not expand operations or include new residential development, which may increase the use of existing parks and recreational facilities. The Project would include outdoor courtyards with tables and chairs on the ground level and second floor. The facility would also include a half-size basketball court and pickleball court, and landscaped spaces for employees and guests to enjoy. Therefore, the Project would not generate additional demand for public parks or recreational facilities. In addition, indoor and outdoor spaces such as the new Boardroom and landscaped areas would be available for community use under the Civic Center Act and District policy. The Project would not increase use of off-site parks such that physical deterioration would occur or be accelerated. No impact would occur, and no mitigation would be required.

b) Would the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less-Than-Significant Impact. The Project would include installation of small-scale on-site recreational and outdoor learning features such as a half-basketball court, a volleyball/pickleball court, a learning garden, a planting stream, and a California native garden. These facilities are intended for program use and would not require construction or expansion of any off-site recreational facilities. Additionally, the Project would not result in a substantial increase in student enrollment or capacity to the Project Site. Therefore, the Project would not necessitate the inclusion of any larger-scale recreational facilities that could result in an adverse physical effect on the environment to accommodate that.

Potential environmental effects of proposed on-site improvements (e.g., grading, lighting, noise, stormwater runoff) are evaluated separately in this document. With implementation of standard construction BMPs listed in Section 4.5 and the mitigation measures summarized in Section 2, all related impacts would be reduced to less-than-significant levels. No additional mitigation would be required.

5.17 Transportation and Circulation

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) ⁹⁸ ?	☐	☐	☒	☐
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

a) Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less-Than-Significant Impact. The Project would not change the existing land use of the Project Site. The Project would result in the return of previous administrative operations that have been temporarily relocated to 110 Stony Point Road to the Project Site. The Project would include a Boardroom with seating for up to 260 spectators. Regular District Board meetings, which have been held at various school sites and the City Hall usually start at 6:00 p.m., after normal work hours when most employees have left. Therefore, vehicle trips generated by this new permanent operation at the Project Site would not be considered substantial or conflicting with applicable City of Santa Rosa goals and policies addressing the City's circulation system.

The Project would enhance on-site vehicle and pedestrian circulation within the Project Site as compared to existing conditions. Project implementation would also improve off-site facilities within the segments of Ridgway Avenue and Ripley Street adjacent to the Project Site. A new sidewalk would be installed on the east side of Ripley Street, and the eastern half of the roadway segment would be improved for vehicle access. The existing sidewalk on the north side of Ridgway Avenue would also be improved. Curb cuts for vehicular aprons at all driveways would be accessible.

⁹⁸ [CEQA Guidelines § 15064.3, subdivision \(b\) - Determining the Significance of Transportation Impacts](#)

Ridgway Avenue is a “Collector” street, which connects residential neighborhoods to commercial and service districts.⁹⁹ Posted vehicle speed limits are typically 35 mph, and bicycle and pedestrian amenities are provided including sidewalks on both sides, bicycle lanes, curb extensions at intersections to support pedestrian crossings, and planter strips and shade trees. The northern half of the segment of Ridgway Avenue adjacent to the Project Site includes angled parking and a bicycle lane. There are no bus stops adjacent to the Project Site. Project implementation would relocate the location of the existing driveway on Ridgway Avenue. However, all other amenities would remain unchanged, including the two oak trees in the southwest portion of the Project Site.

Moreover, as shown in **Table 11**, Project implementation would be consistent with the goals and policies of the Santa Rosa General Plan that concern the City’s circulation system.

Table 11. Project Consistency Review with Santa Rosa General Plan Circulation Goals and Policies

Santa Rosa Circulation Goals and Policies	Project Consistency
Goal 3-1: Provide an integrated land use and transportation system with safe and efficient movement of people and goods for all modes of travel that prioritizes reduction of VMT and transportation-related GHG emissions. Policy 3-1.1: Work with partner agencies to reduce VMT using existing techniques and explore feasibility of new techniques as they arise. Policy 3-1.2: Promote a City-wide mode shift away from single-occupancy vehicles to support ambitious VMT and GHG reduction goals. Policy 3-1.3: Promote land use, development, and transportation demand management (TDM) strategies that reduce VMT and dependence on single-occupancy vehicle trips.	Consistent. The Project would comply with CALGreen requirements and include one bike locker and one bike rack for a total of 12 bicycle stalls. The Project would also include 52 electric EV capable stalls and 12 EV charging stations (1 van accessible and 11 standard stalls). The design also includes a total of 5 van accessible stalls. These project design features would promote carpooling to reduce VMT and dependence on single-occupancy vehicle trips and support GHG reduction goals.
Goal 3-2: Provide a safe and accessible active and public transportation network that emphasizes active transportation connections and service to Equity Priority Areas and Areas of Change. Policy 3-2.1: Ensure that the active transportation network remains in good condition by maintaining facilities, tracking the state of infrastructure, and managing the network in a way that serves all users. Policy 3-2.2: Continue to expand and improve the active transportation network toward completing a safe, continuous, convenient, and attractive network of designated routes that connect all neighborhoods and that is equitably accessible for all ages and abilities.	Consistent. The Project would result in the return of temporarily relocated District administrative operations and continued operations of the District M&O Department at the Project Site. The Project would improve the half-widths of the adjacent roadway segments to City standards, including the installation of new accessible sidewalks, new accessible driveway aprons, and replacement of the existing Class II bicycle lane and on-street parking.

⁹⁹ [City of Santa Rosa. General Plan 2050. Chapter 3. Circulation, Open Space, Conservation, and Greenhouse Gas Reduction](#)

Santa Rosa Circulation Goals and Policies	Project Consistency
Policy 3-2.3: Encourage local and interregional active transportation travel. Policy 3-2.4: Identify, preserve, and enhance City-designated scenic roads throughout Santa Rosa in both rural and developed areas to encourage bicycle commuting and recreation. Policy 3-2.5: Address traffic volumes and speeds in neighborhoods to reduce cut-through traffic and promote use of existing low-stress streets for active transportation travel.	The Project would not affect the transportation network beyond the segments adjacent to the Project Site; however, the District remains open to encourage local and interregional action transportation travel and bicycle commuting and recreation.
Goal 3-3: Transition away from single-occupancy vehicles. Policy 3-3.1: Continue to offer and improve TDM programs that incentivize a shift away from single-occupancy vehicles. Policy 3-3.2: Bolster outreach, marketing, and education about non-automobile modes of transportation, especially. Outreach should give priority to marketing efforts in Equity Priority Areas and Priority Development Areas. Policy 3-3.3: Encourage transit ridership to reduce GHG emissions and provide convenient and efficient public transportation to workplaces, shopping, and other destinations. Policy 3-3.4: Provide convenient, efficient transit routes to major employment, education, recreation, community, and shopping centers throughout the city, SMART stations, and shopping centers. Policy 3-3.5: Work with Sonoma County Transportation Authority and the Metropolitan Transit Commission to promote Safe Routes to Transit projects and programs and submit applications for funding of local Safe Routes to Transit projects and programs. Policy 3-3.6: Ensure that the transit system serves all members of the community equitably, especially in Equity Priority Areas.	Consistent. The Project would comply with CALGreen requirements and include 12 on-site bicycle stalls and 5 off-street van accessible stalls. These features would transition employees and visitors away from single-occupancy vehicles. The District would continue to conduct outreach, marketing, and education about non-automobile modes of transportation to employees, visitors, and students.
Goal 3-4: Mitigate the traffic-related impacts of new land uses. Policy 3-4.1: Ensure that new development does not impede efficient, safe, and free-flowing circulation for all traffic modes. Policy 3-4.2: In areas other than the downtown, strive to meet intersection level of service (LOS) D to maintain adequate operation of the street network and minimize cut-through traffic on residential streets.	Consistent. The Project would not change the existing land use of Public/Institution and operation as a government facility. The Project would result in the return of District administrative operations that have been temporarily relocated offsite to return to the Project Site and to continue M&O operations at the Project Site. As designed, the Project would enhance onsite and offsite efficiency, safety, and free-flowing circulation for all traffic modes.

The Project (construction and operation of new facilities) would alter on-site circulation patterns and access points. However, the Project would not alter transit uses, pedestrian or bicycle facilities, or any traffic routes compared to existing conditions in the Project area. Temporary construction traffic associated with demolition activities, minor grading and foundation work, building construction and/or renovation, and architectural coating would not conflict with program, plan, ordinance, or policy addressing the circulation system in the Project area. Therefore, the Project would have a less-than-significant impact related to conflicting with any program, plan, ordinance, or policy addressing the circulation system.

b) Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less-Than-Significant Impact. 14 CCR § 15064.3 provides that a project's transportation impacts shall be evaluated based on VMT rather than automobile delay or LOS. 14 CCR § 15064.3(b) includes criteria for analyzing transportation impacts, including application to land use projects that may result in changes to travel demand and VMT. 14 CCR § 15064.3(b) further provides "projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact."

The Project would not require an amendment to the existing land use designation and zoning district. The Project would replace dilapidated facilities with new modernized facilities and allow for the return of temporarily relocated District administrative operations to the Project Site and continued operations of the District M&O Department at the Project Site. The Project, however, proposes a new Boardroom; District board meetings are currently held at different District sites and at City Hall. The new Boardroom would provide a designated meeting place to hold official District meetings. Therefore, the Project would not generate new VMTs; existing VMTs related to Board meetings and administrative operations temporarily located offsite would be redirected to the Project Site.

Additionally, the Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA*.¹⁰⁰ provides screening criteria to identify when a project should be expected to cause a less-than-significant impact without conducting a VMT analysis. The District's administrative operations are primarily used to serve the immediate community and can be considered local serving. Therefore, the Project can be screened out from further VMT analysis. The Project would not conflict or be inconsistent with 14 CCR § 15064.3(b). Impacts would be less than significant and no mitigation would be required.

c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-Than-Significant Impact. The Project would not substantially increase hazards due to a geometric design feature or incompatible use. Vehicular access to the Project Site would be provided by driveways along Ripley Street and Ridgway Avenue that would provide access to two new parking lots. These

¹⁰⁰ [Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA](#)

driveways would be controlled to provide safe ingress and egress, including right-in/right-out configurations, and would provide adequate turn radii for large vehicles, including fire trucks and school buses entering and exiting the Project Site.

The internal circulation system includes pathways connecting the parking lots and new building, as well as fire access points. No sharp curves, blind corners, or dangerous intersections would be constructed as part of the Project. Each lot would provide designated vehicular access and egress, loading zones, and bicycle parking. In addition, an existing Class II bicycle lane extending along Ridgway Avenue adjacent to the Project Site would remain after Project implementation.

The Project would not introduce incompatible uses, such as agricultural or industrial equipment, and the Project Site would continue to operate as offices and an education center. The surrounding context includes commercial and residential uses and Ridgway High School, which would be compatible with the Project.

Because the Project would maintain safe circulation, would provide clearly defined access points, and would not introduce hazardous design features or incompatible uses, impacts would be less than significant.

d) Would the Project result in inadequate emergency access?

Less-Than-Significant Impact. Vehicular access to the Project Site would be provided by driveways along Ripley Street and Ridgway Avenue that would provide access to two new parking lots and internal circulation designed to allow emergency vehicles to access all areas of the Project Site. Plans would be reviewed and approved by the City of Santa Rosa Fire Department to ensure compliance with fire safety and emergency access requirements.

The City does not designate any emergency vehicle routes near the Project Site. However, the City identifies Mendocino Avenue, College Avenue, and nearby arterials to function as de facto emergency corridors (City 2026a, 2026b). The Project Site is located within an established urban grid with multiple points of ingress and egress via local streets that connect efficiently to nearby arterial roadways, including Mendocino Avenue and College Avenue, which function as primary corridors for emergency response. Emergency vehicle access to the Project Site would continue to be provided via existing public rights-of-way, consistent with current conditions, and would remain subject to compliance with applicable fire code requirements for access, roadway width, and turning radii. Therefore, the Project would not impair emergency response or evacuation capabilities, and impacts would be less than significant.

5.18 Tribal Cultural Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a TCR, defined in PRC § 21074.¹⁰¹ as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the CHRR, or in a local register of historical resources as defined in PRC § 5020.1(k). ¹⁰²	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC § 5024.1. ¹⁰³ In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion

This section is based, in part, on the *Cultural Resources Technical Memorandum for District Office and Education Center Project, Santa Rosa, California*, dated June 5, 2026, prepared by Terraphase Engineering Inc. (included as Appendix C).

Would the Project cause a substantial adverse change in the significance of a TCR, defined in PRC § 21074 as either a site, feature, place, cultural landscape that is

¹⁰¹ [PRC § 21074](#)

¹⁰² [Historical Resources, PRC § 5020.1\(k\)](#)

¹⁰³ [PRC § 5024.1](#)

geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k)?

Less-Than-Significant Impact with Mitigation Incorporated. PRC § 21074 defines TCR as sites, places, landscapes, sacred areas, objects, or other resources that have cultural significance to a California Native American tribe. The Project Site was developed with agricultural land uses until 1957 with increasing amounts of development from 1973 through 1985 and a new large structure appearing in 2006. The entire Project Site and surrounding areas are urbanized. The Project Site is paved and developed with permanent and portable buildings and a maintenance yard. It does not contain any tribal cultural sites, features, places, and/or landscapes. The Project Site is not a TCR, as defined in PRC § 21074.

A records search with the NAHC concluded that the Project Site is not listed in the Sacred Lands File, indicating no documented TCRs within or adjacent to the Project Site. The Project Site is also not listed on the California Register of Historical Resources or National Register of Historic Places. It is not currently designated as a local historical resource or landmark under PRC § 5020.1(k). The records search conducted through the NWIC identifies no previously recorded subsurface resources within the Project Site, however, a prehistoric occupation site is located less than 0.25 miles away (midden soil, projectile points, and groundstone were recorded in the early 20th century).

In compliance with PRC § 21080.3.1, on November 18, 2025, the District sent notification letters to 39 individuals with the 22 Native American Tribes listed below, that were on the NAHC list, via email and certified letters, notifying the tribes of the Project and requesting knowledge of cultural resources in the vicinity of the project area.

- Big Valley Band of Pomo Indians of the Big Valley Rancheria
- Cahto Tribe
- Cloverdale Rancheria of Pomo Indians
- Coyote Valley Band of Pomo Indians
- Dry Creek Rancheria of Pomo Indians
- Elem Indian Colony Pomo Tribe
- Estom Yumeka Maidu Tribe of the Enterprise Rancheria
- Federated Indians of Graton Rancheria (FIGR)
- Guidiville Rancheria of California
- Hopland Band of Pomo Indians
- Koi Nation of Northern California
- Lytton Rancheria
- Manchester Band of Pomo Indians of the Manchester Rancheria
- Middletown Rancheria of Pomo Indians of California

- Noyo River Indian Community
- Pinoleville Pomo Nation
- Potter Valley Tribe
- Redwood Valley or Little River Band of Pomo Indians
- Robinson Rancheria of Pomo Indians
- Round Valley Reservation/ Covelo Indian Community
- Scotts Valley Band of Pomo
- Yokayo Tribe

Four tribes responded: Middletown Rancheria of Pomo Indians of California on November 20, 2025; Lytton Rancheria on December 3, 2025; FIGR on December 23, 2025; and Noyo River Indian Community on January 8, 2026.

The FIGR indicated the Project Site is within their ancestral territory and requested results of the District's research efforts and recommendations. The FIGR further requested the District provide formal notification, pursuant to Assembly Bill (AB) 52. On April 16, 2026, the District submitted another notification that referenced AB 52. On May 26, 2026, the FIGR responded they were interested in formal AB 52 consultation and noted a formal letter would be sent with dates for a meeting. On May 29, 2026, the District responded to the request for formal AB 52 consultation and advised that the request was received after the 30-day period identified under PRC § 21080.3.1.¹⁰⁴

As no subsurface investigation has been conducted at the Project Site to determine if subsurface resources are present, there is a possibility of unanticipated TCR discoveries during grading and excavation activities. Therefore, the Project would implement Mitigation Measure TCR-1, which requires work to stop if buried cultural materials are encountered during construction until a qualified archaeologist can evaluate the nature and significance of the find. Mitigation Measure TCR-1 also includes a provision that if subsurface resources are discovered and the qualified archaeologist determines that the find is Native American in nature, then the Native American community must be included in the consultation process between the District, construction contractor, and archaeologist to develop a plan for avoidance, further evaluation, or treatment and documentation, consistent with current standards. Implementation of Mitigation Measure TCR-1 would ensure that accidental discovery of TCRs during grading and excavation activities would be evaluated to determine eligibility for listing in the CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k). Therefore, with mitigation, impacts would be reduced to a less-than-significant level.

Mitigation Measure

TCR-1 Tribal Cultural Resources

Refer to Mitigation Measure CUL-1.

¹⁰⁴ [PRC § 21080.3.1](#)

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less-Than-Significant Impact with Mitigation Incorporated. The Project Site and surrounding areas are developed with urban uses. There are no observable TCRs, defined under PRC § 21074 as objects, sites, features, places, and landscapes at the Project Site and surrounding areas.

PRC §5024.1 (c) provides that a resource may be listed as a historical resource in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Per the checklist question, evaluation of the criteria above must be in association with a California Native American tribe. As discussed in Section 5.5(a), there is no substantial evidence indicating that the Project Site, which is disturbed with urban development, meets any of the above criteria. Nevertheless, there is a possibility of accidental discoveries of surface artifacts during grading and excavation activities. In the event a unique resource is unearthed, through Mitigation Measure TCR-1, the resource would be evaluated to determine whether it is tribal in nature and meets the criteria in PRC § 5024.1(c) for inclusion in the CRHR. Therefore, with mitigation, impacts to undiscovered, buried TCRs would be reduced to a less-than-significant level.

Mitigation Measure

TCR-1 Tribal Cultural Resources

Refer to Mitigation Measure CUL-1.

5.19 Utilities and Service Systems

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-Than-Significant Impact. The Project involves modernizing District administrative facilities, including constructing a new replacement administrative building and renovating a warehouse area for the M&O Department. District administrative uses currently located offsite would return to the Project Site. All new wet and dry utility lines for the proposed work would connect to the existing utility systems

in place on the larger District property, except for the fire water line, which would require a new tie-in to an existing municipal water main under Ripley Street. As the Project would involve replacing existing facilities for the same uses at the Project Site, Project implementation not require construction of new or expanded off-site water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Therefore, impacts would be less than significant.

b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less-Than-Significant Impact. Water service would continue to be provided by the City through existing municipal water infrastructure supplied primarily by Sonoma Water. The Project would replace and modernize existing District facilities and would not substantially increase water demand beyond existing conditions. Moreover, the proposed improvements would include water-efficient plumbing fixtures for toilet, sinks, and showers and drought-tolerant landscaping with a high-efficiency irrigation system with smart sensor controls. Therefore, existing and planned water supplies would be sufficient to serve the Project. Impacts would be less than significant.

c) Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Less-Than-Significant Impact. The Project would demolish, replace, and modernize existing District buildings for existing administrative operations at the Project Site. Therefore, the Project would not substantively alter water demand from existing conditions. The quantity of sewage generated would not change substantially from that generated by the existing District facilities. The Project would include water-efficient plumbing fixtures that could result in reduced wastewater generated. The Project would continue to discharge to the City of Santa Rosa's sewer system. Therefore, this impact would be less than significant.

d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-Than-Significant Impact. The amounts and types of solid waste generated by operation of the Project would not be substantially different from existing conditions. Waste generated by the new Boardroom that would be used for formal public meetings would not be substantial and would not be in excess of State and local standards. The District is required to comply with Senate Bill 1383, the *Short-Lived Climate Pollutants: Organic Waste Methane Emissions Reduction Act of 2016*¹⁰⁵. The District would continue to do so for the Project, and under PRC § 42926, the District would prepare quarterly reports on its waste diversion, organics collection, and recycling progress and efforts to California's Department of Resources Recycling and Recovery.

¹⁰⁵ [Senate Bill 1383](#)

Construction and demolition debris generated during Project implementation would be recycled, salvaged, reused, or disposed of at appropriate landfills, in accordance with applicable regulations and waste management requirements. The Project would comply with CALGreen, which requires diversion of a minimum of 65 percent of the Project's non-hazardous construction waste. Existing collection, processing, and disposal facilities would have sufficient capacity to accommodate Project-generated waste.

Therefore, the Project would not generate waste in excess of State and local standards; in excess of the capacity of hazardous and non-hazardous landfills; or impair the attainment of solid waste reduction goals. Impacts would be less than significant.

e) Would the Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less-Than-Significant Impact. Refer to Section 5.19(d). The Project would comply with federal, State, and local solid waste management and reduction statutes and regulations. Therefore, the Project would have a less-than-significant impact on solid waste generation or disposal.

5.20 Wildfire

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project Site is not located in or near a State Responsibility Area (SRA) and is not on or near lands classified as Very High Fire Hazard Severity Zones (VHFHSZ).¹⁰⁶ The Project Site is located in a Local Responsibility Area that is not mapped as a moderate, high, or very high fire hazard severity zone.¹⁰⁷ The Project Site and surrounding areas are located in a urbanized, developed area of the City of Santa Rosa and are not located near any undeveloped wildland areas.

¹⁰⁶ [ArcGIS Wildfire Hazard Viewer](#)

¹⁰⁷ [CAL FIRE Fire Hazard Severity Zone Viewer](#)

According to Figure 5-11 of the City of Santa Rosa General Plan, College Avenue to south of the Project Site and Mendocino Avenue to east are designated potential emergency evacuation routes (City 2025c). Both evacuation routes are located within 0.25 miles of the Project Site. Additionally, Figure 5-12 of the City of Santa Rosa General Plan does not label the Project Site as an evacuation constrained parcel. Implementation of the Project would not impair the effectiveness of these emergency routes in the Project area.

Construction vehicles would access the Project Site from Ripley Street. Construction loading, staging, and worker parking would occur on the Project Site, off of adjoining public streets. All work within the public right-of-way would be conducted in compliance with City regulations (such as implementing a temporary traffic control plan [City 2008]), and two-way travel and emergency access along adjacent roads (Ripley Street, Ridgway Avenue) would be maintained at all times. Therefore, construction activities would not impair any adopted emergency response or evacuation plans.

The Project would also not introduce a new type of land use to the area because the Project Site is currently developed and operating school administrative functions. The Project would include new driveways, wide enough for fire truck access, and on-site parking lots to serve District staff, visitors, and District vehicles. Access would be provided from a relocated driveway on Ridgway Avenue and existing driveways along Ripley Street. Additionally, the Project would maintain clear access from Ripley Street for emergency responders. Regional access via US 101 and College Avenue would remain unchanged.

Because the Project would improve internal circulation, provide clearly defined access points, and reduce the need for on-street loading and parking along Ridgway Avenue and Ripley Street, long-term emergency access conditions along surrounding roadways would be equal to or better than existing conditions. Therefore, the Project would not impair implementation of, or physically interfere with, any adopted emergency response or evacuation plan, and no mitigation is required.

b) Would the Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The National Wildfire Coordinating Group identifies critical winds as high-energy wind events capable of driving wildfire behavior (National Wildfire Coordinating Group 2025). According to the Wind Resource Database, winds in the Project area average to under 2 meters per second (m/s), which is considered a lower speed and, therefore, would not be critical winds and present wildfire-spread concerns¹⁰⁸. Additionally, the Project Site is not located in an SRA or any VHFHSZ and surrounding land uses are urban and include residential and institutional developments with minimal combustible vegetation.

Implementation of the Project would not exacerbate wildfire risk or result in exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur, and no mitigation measures are required.

¹⁰⁸. [National Renewable Energy Laboratory Wind Resource Database - WRDB Data Viewer](#)

c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project Site is not located in a SRA or any VHFHSZ. However, the Project involves the redevelopment and modernization of an existing District administrative site and would involve the installation of new utility infrastructure including fire water, electrical, sewer, and stormwater. The Project would construct this new infrastructure as part of the redevelopment of the Project Site.

The construction of the proposed new administrative building would require installation and maintenance of new utilities infrastructure. The new lines would be connected to existing utility systems on the Project Site. Because the utility systems are already established, these improvements would not require major new offsite infrastructure that could increase fire risk or cause additional environmental impacts. Additionally, the new firewater lines would be beneficial to the Project Site and reduce any potential fire risk.

The modernization of the M&O Building would involve the installation of electrical and communication conduits, a fire alarm, and fire sprinklers for the entire renovated area. Additionally, all new utilities would be connected to existing systems. These infrastructure improvements would be installed in accordance with the California Building Standards Code and would assist in reducing fire risks at the Project Site.

The District would maintain these utility improvements for the life of the proposed facilities. Because the Project Site is located in an urbanized area and the design of the redeveloped and modernized facilities would include fire prevention features, compliant with the California Fire Code, the Project would not result in the exacerbation of fire risk or in temporary or ongoing impacts to the environment from fire risk. No impact would occur. No mitigation measures are required.

d) Would the Project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project Site is not located within an SRA or any VHFHSZ. The Project Site is located in a topographically flat, urbanized area that lacks natural hillsides or slopes prone to erosion or instability.¹⁰⁹ Additionally, the Project would include fire prevention features (e.g., fire alarm, fire sprinklers). Therefore, the Project would not expose structures or people to slope-related risks or post-fire hazards. No impact would occur, and no mitigation measures are required.

¹⁰⁹ Google Earth. Accessed November 20, 2025. <https://earth.google.com>.

5.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:				
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the Project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
d) Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less-Than-Significant Impact with Mitigation Incorporated. The Project has the potential to affect the quality of the environment and impact biological, cultural, and tribal cultural resources. However,

compliance with applicable federal, State, and local regulations, in combination with implementation of the mitigation measures identified in this IS, would reduce these impacts to less-than-significant levels.

Mitigation Measures BIO-1 and BIO-2, which include species protection, pre-construction surveys, and avoidance measures, would reduce impacts on special-status birds and bats to a less-than-significant level. Mitigation Measures CUL-1 and TCR-1 would require the identification, evaluation, and appropriate treatment of previously undiscovered cultural resources and TCRs encountered during grading and excavation activities, ensuring that such resources are avoided or minimized consistent with regulatory requirements.

With implementation of these measures, the Project would not substantially degrade the quality of the environment, substantially reduce fish or wildlife habitat, cause a fish or wildlife population to fall below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation incorporated, and no additional mitigation would be required.

b) Does the Project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

Less-Than-Significant Impact. The Project involves the redevelopment and modernization of an existing administration office building, which is intended to improve facility efficiency, safety, and operational functionality over the long term. Short-term environmental effects may occur during construction, including temporary increases in noise, air pollutant emissions, and construction-related disturbances. However, these impacts would be temporary and would be reduced through compliance with applicable federal, State, and local regulations, as well as implementation of BMPs and mitigation measures, including Mitigation Measure AQ-1 identified in this IS.

The Project would be required to comply with the CALGreen and would incorporate sustainable design features intended to improve long-term environmental performance. These measures may include, but are not limited to, energy-efficient building systems, water conservation strategies, construction waste reduction, and improved site design to support resource efficiency. In addition, the Project would install two solar photovoltaic carports that would generate electricity to offset the projected demand of the Project.

The Project would not result in the irreversible consumption of non-renewable resources beyond what is typical for institutional redevelopment, nor would it preclude future opportunities for enhanced sustainability, energy efficiency, or resource conservation. Rather, the incorporation of modern building systems and sustainable design elements would support the achievement of long-term environmental goals.

Accordingly, the Project would not prioritize short-term environmental gains at the expense of long-term environmental sustainability. Impacts would be less than significant, and no mitigation measures would be required.

c) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a

project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-Than-Significant Impact with Mitigation Incorporated. There are numerous residential developments proposed in the Santa Rosa area including in the Downtown Station Area Specific Plan area where the City is actively pursuing high-density residential and mixed-use development throughout downtown which include the 425 Humboldt Street Development, Mendocino District Development, and Pullman Lofts.¹¹⁰ This IS considers the potential combined environmental effects of the Project together with related projects, as well as past, present, and reasonably foreseeable future projects in the vicinity. Although the Project's impacts may be individually limited, their incremental contribution to cumulative conditions has been evaluated. With implementation of applicable regulatory requirements and the mitigation measures identified herein (AQ-1, BIO-1, BIO-2, CUL-1, and TCR-1), the Project would not make a cumulatively considerable contribution to an environmental impact. Therefore, cumulative impacts would be less than significant with mitigation incorporated, and no additional would be required.

d) Does the Project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

Less-Than-Significant Impact with Mitigation Incorporated. The Project would not result in substantial adverse effects on human beings, either directly or indirectly. The Project would not generate long-term increases in criteria air pollutants or GHG emissions, as it would not introduce net new workers or residents. Potential short-term construction-related effects would be temporary and subject to applicable regulatory requirements, as well as Mitigation Measure AQ-1. With implementation of these measures and adherence to existing regulations, the Project would not cause substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts would be less than significant with mitigation incorporated, and no additional mitigation would be required.

¹¹⁰ City of Santa Rosa. Construction Bulletin. Accessed June 6, 2026. <https://www.srcity.org/2261/Construction-Bulletin#Private>

6 Preparers

Lead Agency: Santa Rosa City Schools

Erik Oden, Executive Director, Facilities, Maintenance, & Operations

Environmental Documentation Preparer: Terraphase Engineering Inc.

Barbara Wu Heyman, Principal, Environmental Planning

Trent Wilson, Principal Scientist

Jennifer Marchek, Principal Scientist, Air Quality/Greenhouse Gas Emissions

Andrew M. Lojo, PG, IA, Senior Principal Geologist

Jennifer Schulte, Senior Air Quality Specialist

Charlane Gross, MA, RPA, Senior Archaeologist

Bryan O'Reilly, Senior Project GIS/Data Services Scientist

Brianne Archer, PE, Senior Associate Engineer

John Hope, Senior Associate Planner

Nicholas Kilgore, Senior Staff I Scientist

Bryana Clark, Senior Planner

Ryan Tao, Assistant Planner

Bond Program Manager: Van Pelt Construction Services

Ray Green, Director of Program Management

Brian Cameron, Senior Project Manager

Felicia Silveria, Project Manager

Daniel Stevens, Project Manager

7 References

- Bay Area Air Quality Management District (BAAQMD). 2022a. 2022 CEQA Guidelines. Table 3-1. Air Quality Thresholds of Significance (Project Level).
- 2022b. 2022 CEQA Guidelines. Table 3-1. Air Quality Thresholds of Significance (Project Level).
- 2022c. CEQA Air Quality Guidelines. Adopted 2022. Table 5-2.B, Chapter 5, “Project-Level Air Quality Impacts.”
- California Air Resources Board. 2013. Almanac of Emissions and Air Quality. <https://ww2.arb.ca.gov/our-work/programs/almanac-emissions-air-quality>. Accessed June 4, 2026.
- California Energy Commission. 2024. California Retail Diesel Sales by County (Millions of Gallons). 2010-2024 CEC-A15 Results and Analysis ADA.xlsx. <https://www.energy.ca.gov/media/3874>. Accessed June 4, 2026.
- 2026. *Natural Gas Consumption*. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1>. Accessed June 4, 2026.
- California Department of Transportation. 2020. *Transportation and Construction Vibration Guidance Manual*, April 2020.
- California Board of State and Community Corrections. *Santa Rosa Police Department*. Sacramento, CA: California Board of State and Community Corrections, 2023. PDF on file at “Santa Rosa Police Department,” <https://www.bscc.ca.gov/wp-content/uploads/97-Santa-Rosa-Police.pdf>. Accessed November 17, 2025.
- City of Santa Rosa. 2008. “Traffic Standards, Resolution No. 27067.” Adopted April 8, 2008. <https://www.srcity.org/DocumentCenter/View/9813/Traffic-Standards>. Accessed November 20, 2025.
- 2025a. “About Us.” *City of Santa Rosa – Santa Rosa, CA*. <https://www.srcity.org/243/About-Us>. Accessed November 16, 2025.
- 2025b. “General Plan.” *City of Santa Rosa – Planning Division*. <https://www.srcity.org/392/General-Plan>. Accessed November 17, 2025.
- 2025c. “General Plan.” <https://www.srcity.org/392/General-Plan>. Accessed November 19, 2025.
- 2026a. *Neighborhood Travel Routes*. https://www.srcity.org/3374/Neighborhood-Travel-Routes?utm_source=chatgpt.com. Accessed April 16, 2026.
- 2026b. *Evacuation Zone Look-Up Tool for the City of Santa Rosa*. https://www.srcity.org/3368/Evacuation-Zones?utm_source=chatgpt.com. Accessed April 16, 2026.
- National Wildfire Coordinating Group. 2025. “Weather: Estimating Winds for Fire Behavior.” PMS 437. <https://www.nwcg.gov/publications/pms437/weather/estimating-winds-for-fire-behavior>. Accessed November 20, 2025.
- Stone, J.R. “Santa Rosa School Board Approves Plan to Again Allow Resource Officers on Campus.” ABC7 Bay Area, March 26, 2025. <https://www.abc7news.com/post/santa-rosa-city-schools-board-approves-plan-allow-resource-officers-campus/16083178/>. Accessed November 17, 2025.
- Terraphase Engineering Inc. *Phase I Environmental Site Assessment: Santa Rosa City Schools, 211 Ridgway Avenue, Santa Rosa, California*. Prepared for Santa Rosa City Schools. Sacramento, CA: Terraphase Engineering Inc., November 25, 2025.

----- 2026. *Phase II Environmental Site Assessment Report: Santa Rosa City Schools, 211 Ridgway Avenue, Santa Rosa, California*. Prepared for Santa Rosa City Schools. Oakland, CA: Terraphase Engineering Inc., May 26, 2026.

Appendix A -1

Air Quality: CalEEMod Results

Appendix A -2

Health Risk Assessment

Appendix B

Biological Resources

Appendix C

Cultural Resources

Appendix D

Geotechnical Investigation

Appendix E

Drainage Report

Appendix F

Construction Noise Calculations