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Draft Supplemental Initial Study / Proposed Mitigated Negative Declaration

for the

Foss Creek Pathway Segments 7 and 8 Project

CITY OF HEALDSBURG, CALIFORNIA

City of Healdsburg
Public Works Department
401 Grove Street
Healdsburg, CA 95448

April 2019

wra
ENVIRONMENTAL CONSULTANTS

2169-G East Francisco Blvd., San Rafael, CA 94901 (415) 454-8868 tel (415) 454-0129 fax info@wra-ca.com www.wra-ca.com

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1.0 INTRODUCTION AND PURPOSE

This Supplemental Initial Study conforms to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), as well as the regulations and policies of the City of Healdsburg (City). This Supplemental Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the Foss Creek Pathway Segments 7 & 8 Project (proposed project).

The City of Healdsburg is the Lead Agency under CEQA and has prepared this Supplemental Initial Study to address the impacts of implementing the proposed project. The purpose of the project is to finish the Foss Creek Pathway Project through the Foss Creek North Reach, which spans from the existing Foss Creek Pathway Segment 6 along the eastern side of the City's Grove Street Storm Water Detention Basin adjacent to the Carson Warner Memorial Skatepark in the south to Grove Street in the north within Healdsburg city limits.

2.0 PROJECT INFORMATION

2.1 Project Title

Foss Creek Segments 7 & 8 Project

2.2 Lead Agency Name and Address

City of Healdsburg
Public Works Department
401 Grove Street
Healdsburg, California 95448

2.3 Contact Person and Phone Number

Clay Thistle, P.E., Senior Engineer
City of Healdsburg Public Works Department
401 Grove Street
Healdsburg, CA 95448
(707) 431-3391
cthistle@ci.healdsburg.ca.us

2.4 Project Location

Segments 7 & 8 of the Foss Creek Pathway (project site) are located along the western edge of the City of Healdsburg within public lands, railroad right-of-way or public right-of-way (ROW). The project site consists of a narrow strip of land paralleling Highway 101 and Grove Street to the west. Segment 7 commences from the northern edge of Segment 6 at the flood control detention basin adjacent to the Carson Warner Memorial Skatepark and veers easterly over Foss Creek then continues north paralleling the Northwestern Pacific Railroad tracks to Dry Creek Road. Segment 8 continues from Dry Creek Road to the intersection of Grove Street and Healdsburg Avenue (Figure 1). A majority of the project is located within the existing North Coast Railroad Authority Right-of-way.

2.5 General Plan Designation and Zoning District

City of Healdsburg General Plan

Industrial/Mixed Use/Service Commercial/ Public/Quasi Public/ Office/ High Density Residential (8-16 UPA)

Zoning Designation

I (Industrial)/MU(Mixed Use)/CS (Service Commercial)

2.6 Surrounding Land Uses and Setting

The project site traverses through a flat area of the City consisting of disturbed vegetation, developed areas, and paved roadways. Land uses within the vicinity of the project site include industrial land uses, commercial land uses, and residential land uses. The southern edge of the project site borders Empire Mini Storage to the west and other industrial and commercial uses to the east, including Jacquard Products and Big O Tires. North of the Dry Creek Road Crossing, the pathway is located adjacent to disturbed vegetation to the west and commercial uses to the east. Closer to the northern terminus of the pathway, a multi-family residential development, Oak Grove Apartments, is located to the west and the Healdsburg Parks and Recreation Center is located to the east. The project site itself contains developed habitat, annual grassland, and non-native trees.

3.0 PROJECT DESCRIPTION

3.1 Introduction and Previous Environmental Review

The Foss Creek Pathway (Pathway) is a Class I (off-street) paved bike and pedestrian path. The project proposes to extend the existing pathway to parallel Foss Creek and/or the North Coast Railroad Authority Railroad from the flood control detention basin adjacent to the Carson Warner Memorial Skate Park to the intersection of Grove Street and Healdsburg Avenue along the western edge of the City. The Project would complete the northern portion of the *Foss Creek South Reach* and the entire *Foss Creek North Reach* as described in the 2006 Initial Study/Mitigated Negative Declaration (2006 IS/MND).

The 2006 IS/MND was adopted to implement the entirety of the Foss Creek Pathway Project. Five reaches were planned for development: the Railroad Station Reach, the Downtown Reach, the Foss Creek South Reach, the Foss Creek North Reach, and the North Healdsburg Reach. Combined the reaches would span a total of 4.1 miles. Once the original 2006 IS/MND was adopted, the City planned to complete a reach per year beginning with the Railroad Station Reach, as the Downtown Reach had been completed in 2005. Each of the reaches were planned to be constructed in segments. The assumption of the Initial Study was that the Railroad Station Reach would be completed in 2007.

Although the City has been implementing the Foss Creek Pathway since 2004, due to a variety of factors, the Pathway has not yet been completed. The most recent addition to the Foss Creek Pathway was Segment 6, which concluded a portion of the Foss Creek South Reach from Grant Street to the Carson Warner Memorial Skate Park in 2015.

3.2 Summary of New and Additional Project Elements

The proposed project would complete the Foss Creek Pathway through Reach Four (Foss Creek North Reach) of the original project. The Pathway would terminate at the Healdsburg Avenue and Grove Street intersection as depicted in the 2006 IS/MND. The proposed project would be constructed in an alignment similar to the original project, implement the roadway crossing planned for Dry Creek Road, install the fencing along the pathway, and install LED light fixtures. However, as the 2006 IS/MND was based on information collected during that time period, this Supplemental Initial Study (SIS) serves to analyze the present environment and a slightly altered proposed pathway alignment.

The proposed project would differ from the originally proposed project in the following ways:

- The proposed segments of pathway would consist of a 10-foot-wide asphalt concrete paved pathway with sections as narrow as 8-feet where constrained by land rights and/or environmental sensitive areas, instead of a 12-foot-wide asphalt concrete pathway.
- The proposed segments of pathway would include site furniture.
- The proposed pathway alignment would be slightly altered from the original pathway.
- The proposed pathway would require additional water crossings.
- The proposed crossing of Foss Creek is located north of the proposed crossing in the 2006 IS/MND

The Project pathway would meet all Americans with Disabilities Act (ADA) requirements. The Project pathway would be a 10-foot-wide, narrowing to 8-foot-wide where constrained by land rights and/or environmental sensitive areas, asphalt concrete paved pathway connecting to the existing pathway at the flood control detention basin adjacent to the Carson Warner Memorial Skate Park. The connection to the existing pathway would occur in two locations along the existing pathway that would then merge, before connecting to a pedestrian bridge (Appendix F). The pedestrian bridge would be a 10-foot-wide, 60-foot-long bridge composed of a prefabricated steel truss weathered finished bridge with a concrete deck installed spanning over Foss Creek. Installation of the bridge would be located outside of the Ordinary High Water Mark and a minimum of 1-foot above the 100-yr flood elevation. The pathway would then turn north to continue to Dry Creek Road. The pathway will veer westerly to accommodate a signalized pedestrian crossing outside of the North Coast Railroad Authority Right-of-way. The signalized pedestrian crossing will allow cyclists and pedestrians the ability to activate a signal stopping vehicular traffic. A median island separating the east and westbound traffic would be included as part of the street crossing to provide pedestrian refuge.

Once on the north side of Dry Creek Road the pathway will continue easterly paralleling Dry Creek Road across to the eastside of the railroad tracks. From this point, the pathway would continue northerly along the rear of Big John's Market across a portion of railroad right-of-way currently being use as parking. Approximately 27 parking spaces will be impacted. These parking spaces will be removed prior to project construction. To the north of Big John's Market, at the rear of McConnell Chevrolet the second pedestrian bridge will be installed over a low-lying drainage area. The bridge will be approximately 10-foot-wide, 40-foot-long made of a prefabricated steel truss weathered finished bridge with a concrete deck. Adjacent to the pathway in this vicinity

subsurface storm drainage will be installed to collect and convey storm water. Just north of the bridge the path shifts easterly to increase the setback from the railroad tracks and minimize impacts to trees and wetland areas. Approximately 200-feet north of the proposed bridge the City of Santa Rosa Geysers pipeline crosses from the west to the east and will be located beneath the pathway. The pathway continues northerly atop the Geysers pipeline paralleling the railroad then jogging east at two separate locations to minimize impacts to trees and wetland areas and avoid a large utility access vault prior to the northern terminus at Grove Street.

Signage & Marking

The project will include the required and recommended signage and marking standards developed by the California Department of Transportation (Caltrans) and/ or most current version of the California Manual of Uniform Traffic Control Devices. It is anticipated that the final striping, marking, and signage plan will be reviewed by a licensed traffic or civil engineer.

All signs will be located outside the edge of the paved pathway. Horizontal and vertical clearances to the pathway will be in accordance with the most current edition of the California Manual of Uniform Traffic Control Devices. A four-inch yellow centerline may be used to separate users on the bike path. Such stripes may be used on sections of the pathway that have heavy usage or curves with restricted sign lines, at approaches to intersection, and/or where nighttime riding is expected. An entrance sign will be placed at the northern end of the project at Grove Street and will include regulations, hours of operation, and trail speed limit. Interpretative signs will be placed at appropriate locations along the trail that provide brief descriptions of historic events or natural features.

Roadway and Railroad Crossings

A new mid-block signalized pedestrian crossing traffic signal on Dry Creek Road between Grove Street and Healdsburg is proposed to the west of the existing rail line. The installation of a signalized pedestrian crossing would allow cyclists and pedestrians the ability to activate a signal stopping vehicular traffic. A pathway crossing island would also be present in the middle of Dry Creek Road to facilitate pedestrian crossing.

Pathway Setback and Separation from Railroad Tracks

The pathway will be set back at least 15 feet from the railroad centerline and be separated from the tracks by a six foot high chain link fence. Where the pathway approaches the roadway intersections the fence height will be reduced to four feet.

Lighting

Lighting would be provided along the entire length of both proposed project by luminaires separated by approximately 75' O.C. The lights will be a 60W decorative LED luminaire, average of 0.8-1 foot-candle and have house side shield where applicable. Photocells will automatically control the light operation.

Landscaping

Landscaping would include trees, shrubs, and groundcovers at pathway entrance locations, vines or shrubs to conceal the protective fence separating the pathway from the railroad track, and habitat enhancement or mitigation along adjacent sections of Foss Creek. Landscaping would be installed using temporary irrigation systems for use until plants are established. Emphasis would be on the use of native and low-maintenance plants.

Utilities

Surface and sub-surface utilities are located within the railroad right-of-way and will impact the location and construction of the proposed segments. Known utilities include active and abandoned railroad communications; cable, signal and communication boxes; fiber optic cable; and the City of Santa Rosa Owned Geysers pipeline. The proposed pathway will be designed to avoid having to move most active surface utilities, although utility poles no longer in use may be removed. The pathway may be located directly over existing sub-surface utilities assuming sufficient depth exists between the trail surface and utility to prevent damage and agreements can be reached with the utility owner regarding access for repairs and impact to the trail.

3.3 Construction

Site Access and Equipment Staging

Initial site access would be gained via Grove Street and the existing Foss Creek Pathway. As the proposed project progresses, access would be gained via Dry Creek Road, between Grove Street and Healdsburg Avenue, and along Grove Street, east of the Healdsburg Avenue and Grove Street Intersection. Staging areas would move depending on where construction was occurring. Staging would occur in the vacant lot on the north side of Dry Creek Road, just west of the railroad tracks and staging would occur in the vacant lot southwest of the Grove Street and Healdsburg Avenue intersection.

Construction Schedule

Construction is anticipated to take place in the dry season (May through October) and would occur during daytime hours from 7:30 a.m. to 5:30 p.m., Monday through Saturday, in accordance with the City's Noise Ordinance. Construction would take approximately six months to complete and is anticipated to begin as early as late July 2019 and may be subject to winter suspension with a completion in the spring of 2020.

Tree Removal and Grading

The project would avoid existing trees to the greatest degree feasible, however the project would require removal of trees. The project has been designed to minimize the removal of trees. Minimal grading would take place, and all earthwork would be balanced on-site.

3.4 Project–Related Approvals, Agreements, and Permits

The information contained in this SIS would be used by the City (the CEQA Lead Agency) as it considers whether or not to approve the proposed project. If the project is approved, the SIS would be used by the City and responsible and trustee agencies in conjunction with various approvals and permits. These actions include, but may not be limited to, the following approvals by the agencies indicated:

Regional Water Quality Control Board (RWQCB)

- Section 401 Water Quality Certification

U.S. Army Corps of Engineers (USACE)

- Clean Water Act Section 404 Nationwide Permit

California Department of Fish and Wildlife

- Section 1602 Streambed Alteration Agreement

This map may contain data from publicly available sources including, but not limited to, parcel boundaries. These data sources may be inaccurate. They are intended for reference purposes only and do not represent legal boundaries or absolute locations.

Figure 1. Regional Location Map

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S

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Foss Creek Pathway Segments 7 & 8 Project
Healdsburg, California

0 0.25 0.5
Miles

Map Prepared Date: 2/22/2018
Map Prepared By: smortensen
Base Source: Esri Streaming - National Geographic
Data Source(s): WRA

Path: L:\Acad 2000 Files\27000\27077\GIS\ArcMap\Location.mxd

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4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is potentially significant unless mitigation is incorporated, as indicated by the checklist on the following pages.

____	Aesthetics	____	Hazards/Hazardous Materials	____	Recreation
____	Agricultural Resources	____	Hydrology/Water Quality	X	Transportation/Traffic
X	Air Quality	____	Land Use/Planning	____	Tribal Cultural Resources
X	Biological Resources	____	Mineral Resources	X	Utilities
X	Cultural Resources	X	Noise and Vibration	X	Mandatory Findings of Significance
X	Geology and Soils	____	Population/Housing		
____	Greenhouse Gas Emissions	____	Public Services		

Determination

On the basis of this initial evaluation:

☐ 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.

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

☐ I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Clay Thistle — 4/1/19

Signature — Date

Larry Zimmer, P.E., Public Works Director

for

Supplemental Initial Study Checklist

This section describes the existing environmental conditions in and near the project area and evaluates environmental impacts associated with the proposed project. The environmental checklist, as recommended in the CEQA Guidelines (Appendix G), was used to identify environmental impacts that could occur if the proposed project is implemented. The right-hand column in the checklist lists the source(s) for the answer to each question. The cited sources are identified at the end of this section.

Each of the environmental categories was fully evaluated, and one of the following five determinations was made for each checklist question:

> **"No Change from Previously Adopted IS/MND"** means that the project would have the same impact on the environment as previously analyzed in the prior environmental document and no additional analysis is necessary.
>
> **"No Impact"** means that no impact to the resource would occur as a result of implementing the project.
>
> **"Less than Significant Impact"** means that implementation of the project would not result in a substantial and/or adverse change to the resource, and no mitigation measures are required.
>
> **"Less than Significant with Mitigation Incorporated"** means that the incorporation of one or more mitigation measures is necessary to reduce the impact from potentially significant to less than significant.
>
> **"Potentially Significant Impact"** means that there is either substantial evidence that a project-related effect may be significant, or, due to a lack of existing information, could have the potential to be significant.

Each question on the checklist was answered by evaluating the project as proposed, that is, without considering the effect of any added mitigation measures. The checklist includes a discussion of the impacts and mitigation measures that have been identified. Sources used in this Supplemental Initial Study are numbered and listed in Section 6.0.

4.1 Aesthetics

I.	**AESTHETICS** — Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒

Environmental Setting

The project site is within the City of Healdsburg, which encompasses views of wooded ridges and hillsides, the Russian River, and adjacent agricultural valleys providing a scenic landscape. Surrounding land uses within the vicinity of the project site include areas vacant lots and developed areas consisting of industrial, commercial, and residential uses. The project site is not near any scenic ridgelines or visual resources depicted in the Healdsburg General Plan; however, Highway 101 and a portion of Healdsburg Avenue north of Grove Street are within the vicinity of the project site and are identified as scenic roadways.

Discussion of Impacts

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

No Change from Previously Adopted IS/MND. The proposed pathway alignment would differ slightly from the original approved pathway from the 2006 IS/MND, however, it would occur within a similar footprint. The site is within an area of relatively flat topography and does not include any elements that would potentially obstruct views. The project site is not within 200 feet of a General Plan designated Scenic Ridgeline. Therefore, no visibility analysis is required via the Natural Resources Policy NR-10 of the Healdsburg General Plan[1]. This is consistent with the previously adopted IS/MND impact determination.

[1] *City of Healdsburg Planning and Building Department. 2010. Healdsburg 2030 General Plan Background Report. Available at: http://www.ci.healdsburg.ca.us/DocumentCenter/View/633.*

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 Change from Previously Adopted IS/MND. According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, the project site is not visible from any designated or eligible scenic highways[2]. No rock outcroppings or historic buildings exist on-site. However, the proposed pathway would be within the viewshed of Healdsburg Avenue, a scenic roadway designated in the Healdsburg General Plan, at the intersection of Grove Road and Healdsburg Avenue. The pathway is designed to limit the removal of existing tress and would include new landscaping to compensate for any that would be required to be removed. Therefore, scenic resources are not anticipated to be impacted by the proposed project. This is consistent with the previously adopted Initial Study and no further analysis is required.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

No Change from Previously Adopted IS/MND. During the construction phase, portions of the site would be disturbed by grading and vegetation removal, which would temporarily modify views of the site. As discussed in the 2006 IS/MND, any trees removed during the construction phase would be replaced. Additional trees and landscaping are also planned to be incorporated on-site to enhance the site's visual character. The construction activities would be temporary and would not substantially degrade views of the surrounding areas or the locally designated scenic roadways. Furthermore, the addition of the landscaping components would permanently improve the visual quality of the site resulting in a net improvement of its visual character. This impact determination would be consistent with the previous IS/MND and no further analysis is 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?

No Change from Previously Adopted IS/MND. Similar 60W decorative LED fixtures with refractive lenses would be installed along the pathway as have been installed along the existing Foss Creek Pathway reaches. Portions of the proposed segments of pathway would be located within fairly developed areas of the City already utilizing outdoor lighting. Construction would take place on weekdays and Saturdays, between the hours of 7:30 a.m. and 5:30 p.m., unless otherwise approved by the City. Furthermore, although lighting is proposed, excessive illumination would be avoided and lighting would be designed and placed to minimize glare and reflection and to maintain 'dark skies.' The addition of the light fixtures along the pathway would have a negligible impact. The proposed pathway would therefore be consistent with the determination identified in the 2006 IS/MND, no further discussion is required.

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[2] *California Department of Transportation. 2011. California Scenic Highway Mapping System. . Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.*

4.2 Agricultural and Forestry Resources

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

Environmental Setting

The project site is located within the City of Healdsburg paralleling the North Coast Railroad Authority Railroad and Foss Creek from the flood control detention basin adjacent to the Carson Warner Memorial Skate Park to the intersection of Grove Street and Healdsburg Avenue. The pathway would be constructed within a similar footprint of the Foss Creek Pathway alignment originally analyzed in the 2006 IS/MND. The area would still be designated as Urban and Built

Up Land pursuant to the California Department of Conservation Important Farmland Finder[3].

Discussion of Impacts

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 Change from Previously Adopted IS/MND. According to the State of California's Department of Conservation's Important Farmland Finder, the project site is designated as "Urban and Built-Up Land". No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is within or adjacent to the project site, and therefore would not convert any farmland through project implementation. This is consistent with the 2006 IS/MND and no further discussion is required.

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

No Change from Previously Adopted IS/MND. The proposed pathway would not be constructed within an area zoned for agricultural use or under a Williamson Act contract[4][5]. Therefore, no conflict in zoning would result from project implementation. This is consistent with the impact determination of the 2006 IS/MND and no change in impact determination would be necessary.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Change from Previously Adopted IS/MND. The project site is not zoned for forest land, timberland, or Timberland Production and therefore, would not conflict with any such zoning designation. The project would have no impact. This is consistent with the 2006 IS/MND impact determination and no further analysis is required.

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3 *California Department of Conservation. 2016. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/dlrp/ciff/.*

4 *City of Healdsburg. 2014. Zoning Map. Available at: https://www.ci.healdsburg.ca.us/DocumentCenter/View/335.*

5 *California Department of Conservation, Division of Land Resources Protection. 2013. Sonoma County Williamson Act FY 2013/2014. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Sonoma_13_14_WA.pdf.*

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

No Change from Previously Adopted IS/MND. The proposed pathway is not within an area zoned for forestland. Therefore, no loss or conversion of forestland would result from project implementation. This is consist with the 2006 IS/MND and no change in impact determination would be necessary. No further discussion is 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 Change from Previously Adopted IS/MND. No Farmland or forestland is within or adjacent to the project site and therefore, no conversion of Farmland or forestland would occur. This is consistent with the previous 2006 IS/MND and no change regarding the previous impact determination would be required.

4.3 Air Quality

III.	**AIR QUALITY**— 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:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
b)	Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☐	☐	☒
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☐	☒
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☐

Environmental Setting

The project runs along the western border of the City of Healdsburg within Sonoma County, which is within the Northern Sonoma County Air Pollution Control District (NSCAPCD)[6]. Regulation of air pollution is achieved through both national and State ambient air quality standards and emission limits for individual sources of air pollutants. As required by the federal Clean Air Act, the Environmental Protection Agency (EPA) has identified criteria pollutants and has established the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. NAAQS have been established for the following pollutants: ozone (O_3); carbon monoxide (CO); nitrogen dioxide (NO_2); sulfur dioxide (SO_2); particulate matter less than 10 microns in diameter (PM_{10}); particulate matter 2.5 microns or less in diameter ($PM_{2.5}$); and lead (Pb). These pollutants are called "criteria" air pollutants because standards have been established for each of them to meet specific public health and welfare criteria[7]. The State of California has also established its own more stringent set of air quality standards commonly referred to as the California Ambient

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[6] *Northern Sonoma County Air Pollution Control District. 2017. Air Quality. Available at: http://www.nosocoair.net/air-quality.html.*

[7] *United States Environmental Protection Agency. 2017. NAAQS Table. Available at: https://www.epa.gov/criteria-air-pollutants/naaqs-table.*

Air Quality Standards (CAAQS). CAAQS have been established for the criteria pollutants identified above and also for sulfates, hydrogen sulfide, and vinyl chloride[8].

Areas are designated as "attainment" (meeting) or "non-attainment" (not meeting) certain ambient air quality standards. Northern Sonoma County is either designated as nonattainment for Ozone and PM_{10}. Within air districts that have areas designated as nonattainment for any air pollutant, an air quality pollution plan is mandated to curtail emissions and improve air quality within that area. Northern Sonoma County is considered by the Air Resources Board as a downwind ozone receptor from the San Francisco Bay Area and therefore has no separate ozone attainment plan, instead relying on the state ozone attainment plan.

Sensitive Receptors

Sensitive receptors are groups of people more affected by air pollution than others. California Air Resources Board (CARB) has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. The closest existing sensitive receptors to the project site include Healdsburg High School approximately 0.3 miles east of the project site and the Oak Grove Apartments located immediately adjacent to the project site.

Discussion of Impacts

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

No Change from Previous IS/MND. The proposed project would result in a temporary increase in emissions during the construction phase. The potential increase in emissions would result from the use of heavy equipment, which generates dust, exhaust, and tire-wear emissions; along with soil disturbance; materials used in construction; and construction traffic. Project construction would produce fugitive dust (PM_{10} and $PM_{2.5}$) during ground disturbance and would generate carbon monoxide, ozone precursors, and other emissions from vehicle equipment and operation. Construction emissions would be temporary, lasting an approximate six (6) months, and would not have long-term effects on air quality in the Bay Area. Operation of the proposed project would not result in a significant amount of emissions, as it would act as a pedestrian and bike path. The project could potentially reduce vehicle-related emissions, as it would provide residents an alternative means for transportation within city limits. As the project is within the NSCAPCD, which is subject to the state ozone plan, it has the potential to conflict with the air quality plan. However, with implementation of the following mitigation measures impacts would be reduced to a less-than-significant level. This is consistent with the

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[8] *California Air Resources Board. 2017. California Ambient Air Quality Standards. Available at: https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm.*

impact determination of the previous IS/MND and therefore, the impact determination regarding obstruction of an applicable air quality would be unchanged.

Mitigation Measure Air-1 (2006 IS/MND MM 1)

Construction equipment shall be maintained and operated to minimize exhaust emissions. During construction, trucks and equipment shall be operated only when necessary. Equipment shall be kept in good condition and well tuned to minimize exhaust emissions.

Timing/Implementation: Specifications to be included in improvements plans and construction activities shall be monitored

Enforcement/Monitoring: City of Healdsburg Building and Public Works Departments

Mitigation Measure Air-2 (2006 IS/MND MM 2)

Contactor shall provide dust control measures at all time, including weekends and holidays, during all phases of construction to the satisfaction of the City Engineer. Dust control measures shall include, but not be limited to, watering, application of dust suppressants or other means in order to prevent fugitive dust from the leaving the project site. Paved areas at the access points shall be swept or washed as often as necessary each day to eliminate tracing soil and debris tracking onto public streets. Any soil and/or debris, rock, gravel, etc. resulting on any public streets as a result of this project shall be removed immediately. Paved areas within the right-of-way shall be left in a cleaned and washed condition at the end of each work day.

Timing/Implementation: Specifications to be included in improvements plans and construction activities shall be monitored

Enforcement/Monitoring: City of Healdsburg Public Works Department

b) *Would the project violate any air quality standard or contribute to an existing or projected air quality violation?*

No Change from Previous IS/MND. The proposed pathway segments would result in disturbance during the construction phase, which would include grading, vegetation removal, and the use of heavy equipment. The project would result in short-term increases in fugitive dust from ground disturbance and carbon monoxide, ozone precursors, and other pollutants from vehicle equipment operation. As described above, the project is in an area that is currently designated as attainment or unclassified for all monitored ambient air pollutants and construction would only last approximately six (6) months. Project implementation is not anticipated change the status of any ambient air pollutants to non-attainment due to short-term construction emissions, however it could result in a temporary impact to air quality. With the implementation of Mitigation Measures above, impacts would be less than significant. This would be consistent with the previous impact determination included in the 2006 IS/MND.

c) Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors?

No Change from Previously adopted IS/MND. The proposed project site is located within Sonoma County, which is designated as nonattainment for state ozone and PM_{10} pollutants. Project construction may result in minor air pollution impacts during this phase, however impacts would be short in duration and are not anticipated to have long-term or cumulatively considerable increases in air quality for which Sonoma County is in non-attainment (ozone and PM_{10}). Implementation of Mitigation Measures AIR-1 & AIR-2 above would help to ensure that this temporary increase would result in less than significant contributions to cumulative pollutant levels in the region. The 2006 IS/MND also could have potentially resulted in the project creating in a net increase of either of these pollutants. Therefore, the proposed project is consistent with the previous impact determination

d) Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

No Change from Previously Adopted IS/MND. The previous IS/MND found that the project had the potential to expose sensitive receptors to substantial pollutant concentration temporarily. The primary sensitive receptors in the vicinity of the proposed project include students at Healdsburg High school and residents at the Valley Oaks Apartments complex. Sensitive receptors located in close proximity to the construction area could be exposed to temporary air pollutants from construction activities, such as, fugitive dust, ozone precursors, and carbon monoxide. The duration of construction activities would be limited and only anticipated to last six (6) months. While new construction equipment has been subject to increasingly stringent emissions requirements at the Federal level (e.g. 40 CFR 89 and 1039), designated "Tier 1", "Tier 2", "Tier 3", etc.; older construction equipment is subject to potential retrofit requirements required by the State of California (13 CCR 2449, 13 CCR 2450-2466, and 17 CCR 93116). Sensitive receptors in the vicinity of the proposed project could still be exposed to pollutant concentrations temporarily. Implementation of Mitigation Measures Air-1 and AIR-2 would reduce impact to a less-than-significant level. This is consistent with the previous IS/MND.

e) Would the proposed project create objectionable odors affecting a substantial number of people?

Less than Significant Impact. The 2006 IS/MND concluded that the project activities would not result in objectionable odors that could potentially affect a substantial number of people. The proposed project would utilize much of the same equipment and would be built within a shorter period of time. Construction activities would involve the use of diesel powered equipment that temporarily emit exhaust gases and particulate matter, which can emit objectionable odors. However, construction equipment is mobile (dispersing and diluting pollutants over a wider area than if they were fixed in place). Odors associated with the proposed project are not anticipated to impact anyone within the vicinity of the project site. The intermittent emissions, rapid dissipation of the exhaust, other odors in the air, and short-term nature of the construction activities would result in a less than significant impact regarding objectionable odors.

4.4 Biological Resources

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

Environmental Setting

The analysis of potential biological impacts is based on the Biological Resources Assessment (BRA) and jurisdictional wetland delineation performed on June 17, 2017, December 19, 2017, and February 5, 2018 at the site of the proposed Project (Project), (Appendix B of this SIS/MND). The site was assessed for the following: (1) the potential to support special-status plant and wildlife species; (2) the potential presence of sensitive biological communities such as wetlands or riparian habitats; and (3) the potential presence of other sensitive biological resources protected by local, state, and federal laws and regulations.

Six biological communities were observed in the Study Area including seasonal wetland, perennial stream, riparian woodland, non-native grassland, developed/landscaped, and disturbed areas. Of the communities observed in the Study Area, seasonal wetland, perennial stream, and riparian woodland are considered sensitive, and the remainder are considered non-sensitive. Biological communities observed in the Study Area are discussed in detail below. Database maps and information indicate that 38 special-status plant species and 52 special-status wildlife species have been documented in the vicinity of the Study Area. Three special-status plant species and four special-status wildlife species were determined to have a moderate potential to occur within the Study Area; they are discussed below.

Biological Communities

The majority of the Study Area is characterized as non-native annual grassland, which is not considered a sensitive biological community. Three potentially sensitive biological communities, seasonal wetland, perennial stream, and riparian woodland, were identified in the Study Area. Biological communities present in the Study Area were classified based on existing plant community descriptions described in *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986), and *A Manual of California Vegetation, Online Edition* (CNPS 2018b, CDFW 2018b), where possible; however, in some cases it was necessary to identify variants of community types or communities that are not described in the literature. Biological communities present within the Study Area are shown in Appendix B and described below.

Sensitive Biological Communities

Seasonal Wetland. The Study Area contains approximately 0.25 acre of seasonal wetland. Seasonal wetlands are known throughout California on all aspects and topographic positions, and are typically underlain by clay-rich to loam soils. Seasonal wetlands within the Study Area are located in predominantly linear depressional swales and man-made ditches along the railroad tracks. Hydrology sources supporting these features appear to be direct precipitation and under- and over-land sheet flow, from adjacent uplands which forms a perched water table within the upper portion of the soil profile. Vegetation within seasonal wetlands in the Study Area was typically dominated by facultative grasses including Italian ryegrass (*Festuca perennis*, FAC[9]), and Mediterranean barley (*Hordeum marinum*, FAC), with other hydrophytic grasses and forbs

[9] *OBL = Obligate, always found in wetlands (> 99% frequency of occurrence); FACW = Facultative wetland, usually found in wetlands (67-99% frequency of occurrence); FAC = Facultative, equal occurrence in wetland or non-wetlands (34-66% frequency of occurrence).*

present including English plantain (*Plantago lanceolata*, FAC), tall flatsedge (*Cyperus eragrostis,* FACW), annual beard grass (*Polypogon monspeliensis*, FACW), bristly ox-tongue (*Helminthotheca echioides*, FAC), dallis grass (*Paspalum dilatatum*, FAC), and bird's foot trefoil (*Lotus corniculatus*, FAC). Areas mapped as perennial wetland contain a prevalence or dominance of hydrophytic vegetation hydric soils, and wetland hydrology sufficient to meet the requirements as jurisdictional features under Section 404 of the CWA.

Perennial Stream (Foss Creek). One perennial stream, Foss Creek, is present within the Study Area, occupying approximately 0.11 acre (173.8 linear feet). This feature is shown as a solid blue line on the Healdsburg and Jimtown 7.5-miniute topographic quadrangles (USGS 1993a, 1993b) and is labeled variably as "Foss Creek" and "Norton Slough". Foss Creek flows through the Study Area in a southerly direction. Foss Creek within the Study Area is approximately 8 to 10 feet wide between Ordinary High Water Marks (OWHM) and top of bank (TOB) (i.e. OHWM and TOB are equivalent). Foss Creek contains perennial flows and had flowing water during each of the site visits. The channel substrate is composed of a mix of sorted sediments, including silts, gravels, and cobbles. The vegetation on either side of the stream is composed of mixed riparian woodland described below. Areas mapped as intermittent stream are jurisdictional under Section 404 of the CWA and Section 1602 of the CFGC.

Mixed Riparian Woodland. Mixed riparian woodland occupies approximately 0.60 acre in the Study Area. Mixed riparian woodland within the Study Area contains a mixture typically riparian species at or directly above the OHWM of Foss Creek, including arroyo willow (*Salix lasiolepis*), red willows (*S. laevigata*) and Oregon ash (*Fraxinus latifolia*), which transitions to large mature coast live oak (*Quercus agrifolia*) trees above TOB of Foss Creek. The understory is typically dominated by a mixture of native and non-native woody vines including Himalayan blackberry (*Rubus armeniacus*), and poison oak (*Toxicodendron diversilobum*) at and above TOB, and other native and non-native shrubs, grasses and forbs are present including California blackberry (*Rubus ursinus*), French broom (*Genista monspessulana*), Harding grass (*Phalaris aquatica*), and big periwinkle (*Vinca major*). Mixed riparian woodland is considered a sensitive community under Section 1602 of the CFGC, and this community also contains individual trees protected per the City of Healdsburg Tree Ordinance.

Non-Sensitive Biological Communities

Non-native Annual Grassland. Non-native annual grassland comprises approximately 5.63 acres of the Study Area. This community is dominated by a mix of non-native annual grasses typical of disturbed areas. Dominant grass species included rattlesnake grass (*Briza maxima*) slim oat (*Avena barbata*), soft chess (*Bromus hordeaceus*), Harding grass, and ripgut brome (*Bromus diandrus*). Other predominantly non-native forbs dominant or present within this community include English plantain, bristly ox-tongue, prickly lettuce (*Lactuca serriola*), big heron bill (*Erodium botrys*), California poppy (*Eschscholzia californica*), coastal tarweed (*Madia sativa*), yellow starthistle (*Centaurea solstitialis*), and field bindweed (*Convolvulus arvensis*). Scattered trees and shrubs are present but in low overall cover, including coyote brush (*Baccharis pilularis*), valley oak (*Quercus lobata*), and coast live oak. Non-native annual grassland is not considered a sensitive biological community.

Developed/landscaped. Developed and/or landscaped areas comprise approximately 3.27 acres of the Study Area. Developed/landscaped areas include the railroad tracks, paved roads, buildings, a ballfield, and associated ornamental landscaping. Vegetation within these areas, if present, is dominated by non-native ornamental or planted native trees including coast redwood (*Sequoia sempervirens*), London plane (*Platanus* x *acerifolia*). Devleoped/landscaped areas are not considered a sensitive biological community.

Disturbed. Approximately 0.46 acre of disturbed area occurs in the Study Area, in the northernmost portion of the Study Area. This area is composed of an undeveloped gravel parking lot that is nearly completely devoid of vegetation. Disturbed areas are not considered a sensitive biological community.

Heritage Trees

A tree survey was conducted by an ISA-Certified Arborist concurrent with the December 19, 2017, and February 5, 2018 site visits (WRA 2018). The survey identified a total of 82 trees within the Study Area including seven heritage trees, and 75 non-heritage trees. A total of 24 trees are anticipated to be removed by the Project, none of which are large enough to be considered heritage trees.

Special-Status Plant Species

Based upon a search of the databases listed above, 39 special-status plant species have documented occurrences within the vicinity of the Study Area, defined to include the Healdsburg, Jimtown, Guerneville, and Geyserville 7.5-minute USGS quadrangles; CNDDB occurrences of these species within 5 miles of the Study Area are shown in Figure 8. Of the 39 special-status species documented, three were determined to have a moderate potential to occur in the Study Area and are discussed in Table 1 below. The remainder of these species are either unlikely or have no potential to occur within the Study Area for one or more of the following reasons:

- The Study Area has been repeatedly and intensively disturbed by mowing or weed whipping thereby eliminating the seedbank or diminishing establishment of the special-status plant(s);
- The Study Area does not contain hydrologic conditions (e.g., brackish or salt marsh) necessary to support the special-status plant(s);
- The Study Area does not contain edaphic (soil) conditions (e.g., serpentine, volcanics) necessary to support the special-status plant(s);
- The Study Area does not contain vegetation communities (e.g., chaparral, vernal pools) associated with the special-status plant(s);

Table 1. Special-status Plant Species with the Potential to Occur in the Study Area.

SPECIES / STATUS	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE STUDY AREA
Johnny-nip *Castilleja ambigua* var. *ambigua* CNPS Rank 4	Coastal bluff scrub, coastal prairie, coastal scrub, marshes and swamps, valley and foothill grassland, vernal pools margins. Elevation ranges from 0 to 1425 feet. Blooms Mar-Aug.	**Moderate Potential (Not Observed).** The Study Area contains potentially suitable mesic grassland habitat and seasonal wetlands that could potentially support this species. However, this species was not observed during the site visit conducted during the species' bloom period. No further actions recommended for this species.
congested-headed hayfield tarplant *Hemizonia congesta* ssp. *congesta* CNPS Rank 1B	Valley and foothill grassland/sometimes roadsides. Elevation ranges from 70 to 1840. Blooms Apr-Nov.	**Moderate Potential (Not Observed).** The Study Area contains potentially suitable grassland habitat that could support this species. However, this species was not observed during the site visit conducted during the species' bloom period. No further actions recommended for this species.
marsh microseris *Microseris paludosa* CNPS Rank 1B	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. Elevation ranges from 15 to 1165 feet. Blooms Apr-Jun (Jul).	**Moderate Potential (Not Observed).** The Study Area contains potentially suitable grassland habitat that could support this species. However, this species was not observed during the site visit conducted during the species' bloom period. No further actions recommended for this species.

Special-status Wildlife Species

No special-status wildlife species were observed during the site visit. A total of 52 special-status wildlife species have been documented within the vicinity of the Study Area; CNDDB occurrences of these species within 2 miles of the Study Area are shown in Figure 9. Forty-eight of these species are unlikely or have no potential to occur within the Study Area due to one or more of the following reasons:

- The Project avoids all impacts to habitats that are potentially occupied by species (i.e. the path will fully bridge Foss Creek above the top of bank and will therefore avoid impacts to all fish or other aquatic species);
- Suitable estuarine, or tidal habitats are absent;
- Vegetation communities (e.g., old-growth coniferous forest, emergent marsh, expansive grassland) required to support nesting and/or foraging by special-status species are not present in the Study Area;
- Structures such as caves, abandoned buildings, or standing snags necessary to provide roosting habitat are not present in the Study Area;
- The Study Area is outside (e.g., north of, west of) the species local documented range, or specifically breeding/nesting range (generally applies to birds);
- The Study Area is inundated by anthropogenic disturbances which make the habitat unsuitable for the species.

The absence of such habitat features along the Study Area's length eliminates components critical to the survival or movement of most special-status species. Species like California red-legged frog (*Rana draytonii*; federal threatened) may occur in natural, less modified habitats in the vicinity; but the level of development surrounding the Study Area, as well as the lack of suitable aquatic breeding habitat makes this species unlikely to occur. Additionally, steelhead (*Oncorhynchus mykiss irideus*) may use Foss Creek for rearing or spawning. However, the only portion of the Project with potential to interact with the creek is at the bridge crossing over Foss Creek. According to the measures laid out in the Initial Study, the bridge has been designed to fully span the creek and will not impact any areas below the high water mark. Given this design, no impediments to migration or affects to the creek will occur and all potential effects to steelhead will be avoided.

Four special-status wildlife species (three birds, one reptile) were assessed as having potential to occur within the Study Area. These species are detailed in Table 2 below.

General Wildlife

General (non-status) wildlife expected to be present within the vicinity of the Study Area are primarily common species affiliated with grassland, and urban environments. Many of these species also exhibit adaptations to urban environments and anthropogenic disturbance. The Study Area provides foraging and nesting habitat for variety of locally common bird species, the majority of which have baseline legal protections under the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Under these laws/codes, deliberately destroying the active nests (those with eggs or young) of these species is illegal. Depending on species, nesting may occur in trees (both in foliage and cavities), other vegetation, or even on the ground.

Common mammal species such as Botta's pocket gopher (*Thomomys bottae*), western harvest mouse (*Reithrodontomys megalotis*) as well as widespread, urban-adapted mammals such as raccoon (*Procyon lotor*) and striped skunk (*Mephitis mephitis*) are also presumably present within the Study Area. Reptile species adapted to disturbed/urban environments, such as western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Elgaria multicamata*) and gopher snake (*Pituophis catenifer*) are common in much of Sonoma County and likely present within the Study Area. Amphibians that are present include the very common tree frog (*Pseudacris regilla*).

Table 2. Special-status Wildlife Species with the Potential to occur in the Study Area.

SPECIES / STATUS	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE STUDY AREA
loggerhead shrike *Lanius ludovicianus* (USFWS Bird of Conservation Concern, CDFW Species of Special Concern)	Year-round resident in open woodland, grassland, savannah and scrub. Prefers areas with sparse shrubs, trees, posts, and other suitable perches for foraging. Preys upon large insects and small vertebrates. Nests are well-concealed in densely-foliaged shrubs or trees.	**Moderate Potential.** The Study Area a mix of open grasslands and large trees that may provide suitable nesting and foraging habitat for this species.
Nuttall's woodpecker *Picoides nuttallii* (USFWS Bird of Conservation Concern)	Year-round resident in lowland woodlands throughout much of California west of the Sierra Nevada. Typical habitat is dominated by oaks; also occurs in riparian woodland. Nests in tree cavities.	**Moderate Potential.** The Study Area contains a mix of open grasslands and large trees that may provide suitable cavities to support nesting by this species. This species has been observed in the local area (Burridge 1995).
oak titmouse *Baeolophus inornatus* (USFWS Bird of Conservation Concern)	Occurs year-round in woodland and savannah habitats where oaks are present, as well as riparian areas. Nests in tree cavities.	**Moderate Potential.** The Study Area contains a mix of open grasslands and large trees that may provide suitable cavities to support nesting by this species. This species has been observed in the local area (Sullivan 2018).
Western pond turtle *Actinemys marmorata* (CDFW Species of Special concern)	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Require basking sites such as partially submerged logs, vegetation mats, or open mud banks, and suitable upland habitat (sandy banks or grassy open fields) for egg-laying.	**Moderate Potential.** This species has been documented downstream of the Study Area within Foss Creek. Because the species may leave the stream channel and occur in the surrounding uplands under specific circumstances, this species has a moderate potential to occur.

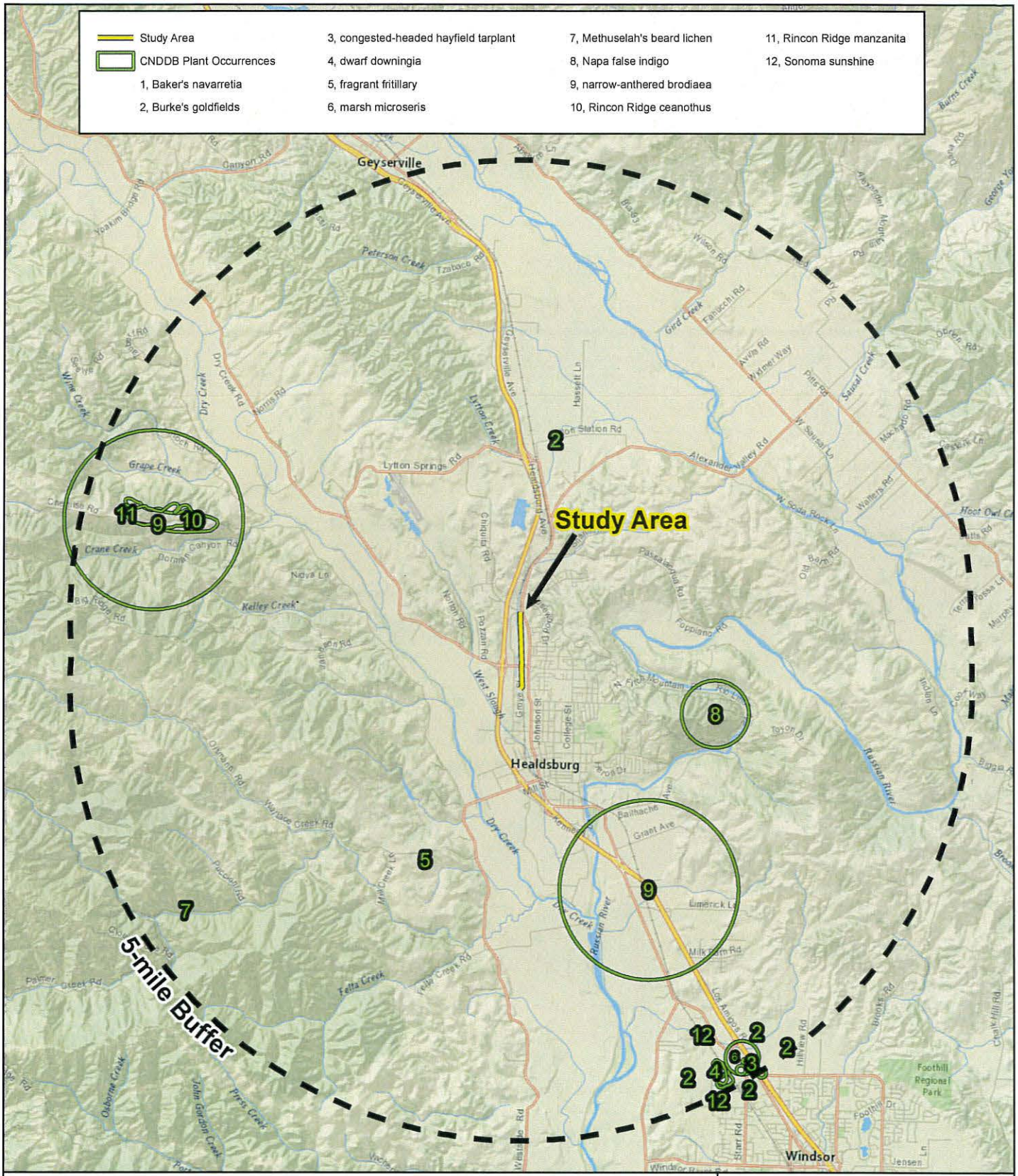

Figure 2. Special-status Plants Documented within 5 Miles of the Study Area

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Miles

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ENVIRONMENTAL CONSULTANTS

Foss Creek Pathway Segments 7 & 8
Project Healdsburg, California

Map Prepared Date: 6/9/2017
Map Prepared By: czumwalt
Base Source: National Geographic
Data Source(s): CNDDB May 2017

Path: L:\Acad 2000 Files\27000\27077\GIS\ArcMap\CNDDB Plants.mxd

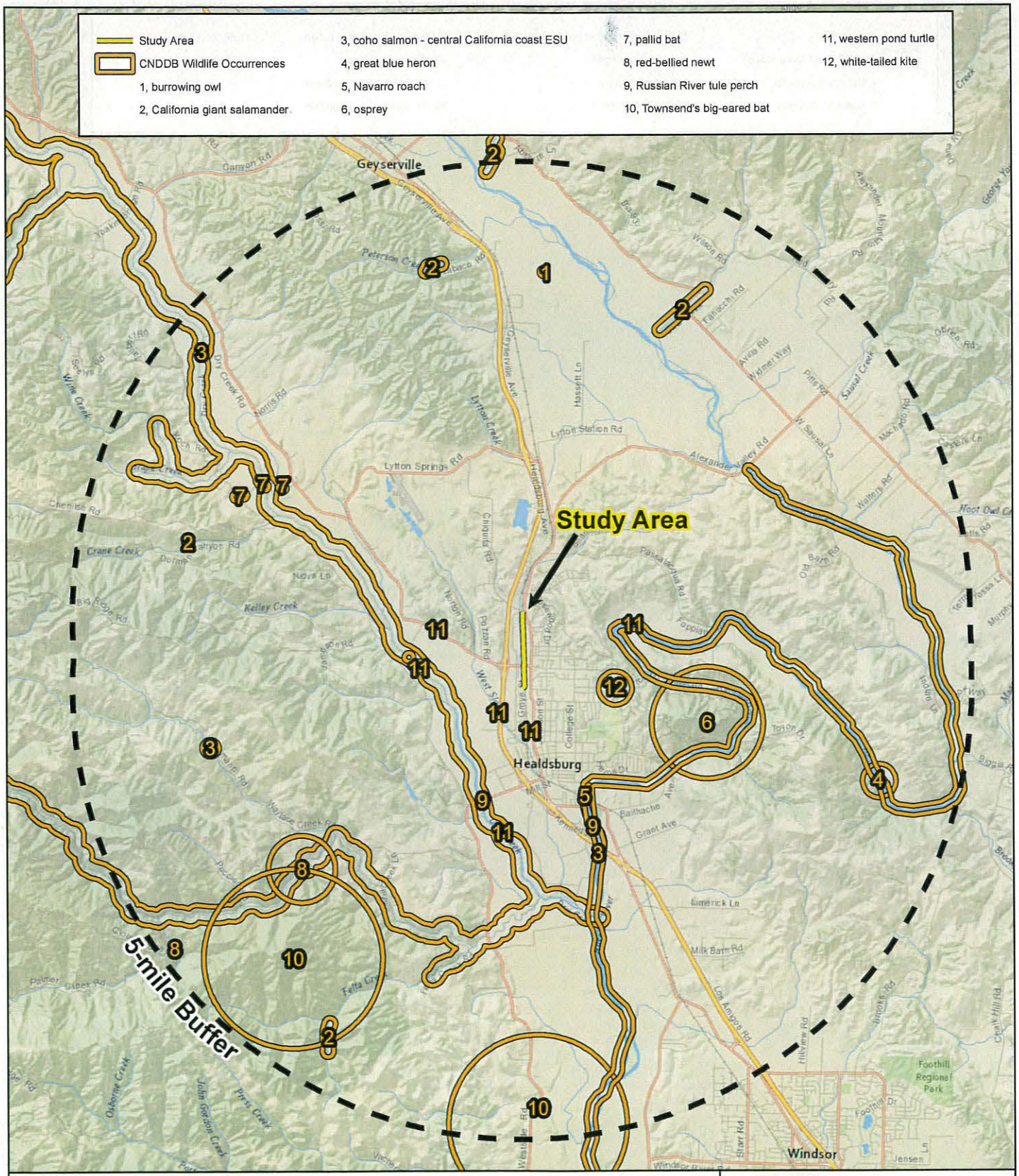

Figure 3. Special-status Wildlife Documented within 5 Miles of the Study Area

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ENVIRONMENTAL CONSULTANTS

Foss Creek Pathway Segments 7 & 8 Project
Healdsburg, California

Map Prepared Date: 6/9/2017
Map Prepared By: czumwalt
Base Source: National Geographic
Data Source(s): CNDDB May 2017

Path: L:\Acad 2000 Files\27000\27077\GIS\ArcMap\CNDDB Wildlife.mxd

Regulatory Setting

Federal and State Regulations

Special-Status Species

Special-status species include those plants and wildlife species that have been formally listed or proposed for listing as endangered or threatened, or are candidates for such listing, under the federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA). These acts afford protection to both listed and proposed species. In addition, CDFW Species of Special Concern and Special-Status Invertebrates and USFWS) Birds of Conservation Concern are all considered special-status species. Although CDFW Species of Special Concern generally have no special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the United States, including non-status species, are protected by the Migratory Bird Treaty Act of 1918 (MBTA) and California Fish and Game Codes (CFGC). Under this legislation, destroying active nests, eggs, or young is illegal. Bat maternity roosts are also protected by CFGC, and as such any bas species listed by the Western Bat Working Group (WBWG) as medium or high priority species within California were also considered special-status species. Plant species listed on the CNPS Rare or Endangered Plant Inventory (Inventory) with California Rare Plant Ranks (Rank) or 1 or 2 are also considered special-status plant species and must be considered under CEQA. Rank 3 and Rank 4 species are not traditionally considered special-status species, but may be afforded protection under CEQA. A description of the CNPS Ranks is provided in Table 3 below.

Table 3. Description of CNPS Ranks and Threat Codes

California Rare Plant Ranks (formerly known as CNPS Lists)	
Rank 1A	Presumed extirpated in California and either rare or extinct elsewhere
Rank 1B	Rare, threatened, or endangered in California or elsewhere
Rank 2A	Presumed extirpated in California, but more common elsewhere
Rank 2B	Rare, threatened, or endangered in California, but more common elsewhere
Rank 3	Plants about which more information is needed – A review list
Rank 4	Plants of limited distribution – A watch list
Threat Ranks	
0.1	Seriously threatened in California
0.2	Moderately threatened in California
0.3	Not very threatened in California

Critical Habitat

Critical Habitat is a term defined in the ESA as a specific geographic area that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. The ESA requires federal agencies to consult with the USFWS to conserve listed species on their lands and to ensure that any activities or projects the fund, authorize, or carry out will not jeopardize the survival of a threatened or endangered species. In consultation for those species with designated Critical Habitat, federal agencies must also ensure that their activities or projects do not adversely modify Critical Habitat, to the point that it will no longer aid in the recovery of the species. In many cases, this level of protection is similar to that already provided to species by the ESA Jeopardy Standard. However, areas that are currently unoccupied by the species but which are needed for the recovery of the species are protected by the prohibition against adverse modification of designated Critical Habitat.

Sensitive Biological Communities

Sensitive biological communities include habitats that fulfill special functions or have special values, such as wetlands, streams, or riparian habitat. These habitats are protected under federal regulations such as the Clean Waters Act; state regulations such as the Porter-Cologne Act, the CFGC, and the CEQA; or local ordinances or policies such as city or county tree ordinances, Special Habitat Management Areas, and General Plan Elements.

Waters of the United States

The Corps regulates "Waters of the United States" under Section 404 of the Clean Water Act. Waters of the U.S. are defined in the Code of Federal Regulations (CFR) as waters susceptible to use in commence, including interstate waters and wetlands, all other waters (intrastate waterbodies, including wetlands), and their tributaries (33 CFR 328.3). Potential wetlands areas, as defined in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987), are identified by the presence of (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology. Areas that are inundated at a sufficient depth and for a sufficient duration to exclude growth of hydrophytic vegetation are subject to Section 404 jurisdiction as "non-wetland waters" and are often characterized by an OHWM. Non-wetland waters generally include lakes, rivers, streams, and other open-water habitats. The placement of fill material into Waters of the U.S. generally requires an individual or nationwide permit from the Corps under Section 404 of the Clean Water Act.

Waters of the State

The term "Waters of the State" is defined by the Porter-Cologne Act as "any surface water or groundwater, including saline waters, within the boundaries of the state." The State Water Board and the RWQCBs protect all waters under their regulatory scope and have special responsibility for wetlands, riparian areas, and headwaters. These waterbodies have high resource value, and vulnerable to filling, and are not systematically protected by other programs. Regional Water Quality Control Board jurisdiction includes "isolated" wetlands and waters that may not be regulated by the Corps under Section 404. Waters of the State are regulated by the RWQCB under the State Water Quality Certification Program which regulates discharges of fill and dredged material under Section 401 of the Clean Water Act and under the Porter-Cologne Water Quality Control Act. Projects that require a Corps permit, or that fall under other federal jurisdiction, and have the potential to impact Waters of the State, are required to comply with the terms of the

Water Quality Certification for the project. If a proposed project does not require a federal permit, but does involved dredge or fill activities that may result in a discharge to Waters of the State, the RWQCB has the option to regulate the dredge and fill activities in the form of Waste Discharge Requirements.

Streams, Lakes, and Riparian Habitat

Other sensitive biological communities not discussed above include habitats that fulfill special functions or that have special values. Natural communities considered sensitive are those identified in local or regional plans, policies, regulations, or by the CDFW. The CDFW ranks sensitive communities as 'threatened" or "very threatened" and keeps record of their occurrences in CNDDB (CDFW 2014). Sensitive plant communities are also identified by CDFW (CDFG 2003, 2007, 2009). CNDDB vegetation alliances are ranked 1 through 5 based on NatureServe's (2014) methodology, with those alliances ranked globally (G) or statewide (S) as 1 through 3 are considered sensitive. Impacts to sensitive natural communities identified in local or regional plans, policies, or regulations or those identified by the CDFW or USFWS must be considered and evaluated under CEQA (CCR Title 14, Div. 6, Chap. 3, Appendix G). Specific habitats may also be identified as sensitive in city or county general plans or ordinances.

Local Regulations

City of Healdsburg Tree Ordinance: protects certain "heritage trees" on public and private lands within city limits

- Heritage trees are defined by the Tree Ordinance as "any tree that has a diameter of thirty (30) inches or more, measured two (2) feet above the level ground," or any tree or group of trees identified by City Council resolution as being worthy of heritage tree protection due to historic or cultural value to the community.
- A tree permit from the City of Healdsburg is required for the removal, relocation or for conducting ground disturbance work within the protected zone (area within the dripline, from the trunk of the tree to the outer extent of the tree canopy) of any heritage tree as defined above.
- The design review application process requires a survey of all "trees", as defined per the Tree Ordinance within the Study Area. A tree is defined by the Tree Ordinance as "any woody perennial plant with a single trunk diameter of six (6) inches or more or a combination of multiple trunks with a total diameter of twelve (12) inches or more, measured four and one-half (4.5) feet above the average natural grade."

Discussion of Impacts

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 the California Department of Fish and Game or U.S. Fish and Wildlife Service***

Less than Significant Impact with Mitigation Incorporated. The proposed change to the project would alter the design of the bridge over Foss Creek and slightly alter the path analyzed in the 2006 IS/MND. According to the BRA prepared for the proposed project, three sensitive biological communities are found within the project site: Seasonal Wetland, Perennial Stream (Foss Creek), and Mixed Riparian Woodland. While sensitive biological communities are present on the site, no special-status plant species were observed during the site visit conducted for the proposed project. Three (3) special-status species were determined to have a moderate potential to occur in the Study Area. Four special-status wildlife species (three birds, one reptile) were assessed as having potential to occur within the Study Area.

Special-Status Plant Species

Based on the disturbed nature of the site, and lack of associated natural vegetation communities, and/or lack of unique edaphic conditions such as serpentine substrate, the Study Area provides potential habitat for only three of the 38 special-status plant species documented within the vicinity of the Study Area, Johnny-nip, congested headed hayfield tarplant, and marsh microseris. The June 2017 site was conducted during the bloom period of these species, and these species were not observed. No impacts to special-status plant species are anticipated as a result of the proposed Project, and no further actions are recommended for special-status plant species.

Special-Status and Non-Special-Status Nesting Birds

The three special-status bird species assessed as having the potential to occur within the Study Area consist of loggerhead shrike, Nuttall's woodpecker, and oak titmouse. In addition to these species, a variety of other native raptors and songbird species with baseline legal protection under MBTA and CFGC have the potential to nest within the Study Area.

Mitigation Measure BIO-1: Birds

As three special-status bird species and several other non-special status birds species have the potential to nest, forage, and roost within the project site, the following measures shall be implemented to reduce impacts to these species to less than significant levels:

- To the fullest extent feasible, initial ground disturbance and/or vegetation removal should occur during the non-nesting season (August 16 to January 31). No pre-construction surveys would be required during this period.
- If initial ground disturbance and/or vegetation removal occurs during the nesting season (February 1 through August 15), a qualified biologist shall conduct a nesting bird survey no more than 14 days prior to ground disturbance to determine if any birds are nesting within or adjacent to project impact areas.

- If active nests are found within project impact areas or close enough to these areas to be affected by project activities, the biologist shall establish an appropriate exclusion zone around the nest. This exclusion zone may be modified depending upon the species, nest location, and existing visual buffers and ambient sound levels. Once all young have become independent of the nest (or the nest otherwise becomes inactive), work may take place in the former exclusion zone.
- If initial ground disturbance is delayed or there is a break in project activities of greater than 14 days within the nesting season, then a follow-up nesting bird survey shall be performed to ensure no nests have been established in the interim.

Timing/Implementation: Prior to construction

Enforcement/Monitoring: City of Healdsburg Public Works Department

Mitigation Measure BIO-2: Western Pond Turtle

Western pond turtle has been identified in the Initial Study as having potential to occur. The only portion of the Study Area that has potential to interact with this species is at the bridge crossing over Foss Creek.

To avoid adverse impacts to western pond turtle the following the following measures shall be implemented to reduce impacts to these species to less than significant levels:

- Prior to initiation of initial ground disturbance or vegetation removal around the proposed bridge, a qualified biologist shall perform a preconstruction survey. If any pond turtles are observed within the construction area, the animal should be allowed to leave the area on its own.
- Any open holes or trenches should be fully covered, or backfilled at the end of the day to prevent turtles or other wildlife from falling into said features and becoming trapped.
- To avoid impacts to aquatic habitats staging, or maintenance of equipment should occur outside of the top of bank within previously developed or disturbed areas.
- During refueling, any equipment within 50 feet of the Creek should use appropriate secondary containment to prevent spills or contamination.
- All vehicles operating near the creek should be checked daily for leaks.

Timing/Implementation: Prior to construction

Enforcement/Monitoring: *City of Healdsburg Public Works Department*

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, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Less than Significant Impact with Mitigation Incorporated. As described above, the project site is comprised of three sensitive biological communities are found within the project site: Seasonal Wetland, Perennial Stream (Foss Creek), and Mixed Riparian Woodland. The proposed change to the project would alter the design of the bridge over Foss Creek and slightly alter the path analyzed in the 2006 IS/MND. The majority of project work would occur within non-native grasslands, developed areas, and disturbed areas and therefore would not have a significant impact on sensitive natural communities within the project site. The project would affect 0.06 acres of seasonal wetlands and 0.12 acres of mixed riparian woodland.

There is a potentially significant impact to jurisdictional waters; however, these impacts can be reduced to a less-than-significant level by obtaining all required permits and implementing the best management practices and avoidance measures listed in Mitigation Measure BIO-3 below. Implementation of Mitigation Measure BIO-3 and compliance with all permit requirements would reduce impacts to a less-than-significant level.

Mitigation Measure BIO-3: Seasonal Wetlands

Prior to issuance of construction and grading permits the City of Healdsburg shall obtain a Corps Section 404 Nationwide Permit, RWQCB Section 401 Water Quality Certification. To mitigate for the permanent loss of 0.06 acre of seasonal wetland features resulting from the project, the Applicant shall provide a USACE-approved compensatory mitigation plan for impacts to waters of the U.S. The plan shall provide for replacement of waters of the as required by the USACE. The plan shall describe the specific methods for replacement of impacted waters on site, and provide a monitoring plan, including a reporting schedule and success criteria over a specific amount of time. In the event the USACE determines that compensatory mitigation for impacts to waters of the U.S. cannot be fully accomplished on site, the Applicant may purchase credits at a USACE-approved mitigation bank whose service area includes the project site. The type and amount of credits shall be determined in coordination with the USACE. Proof of the purchase of any required mitigation bank credits shall be provided prior to initiation of any work impacting waters of the U.S. on the project site.

Timing/Implementation: Prior to construction

Enforcement/Monitoring: City of Healdsburg Public Works Department

c) ***Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Less than Significant Impact with Mitigation Incorporated. As described above (B), the project would affect 0.06 acres of season wetlands. This is a potentially significant impact to jurisdictional waters; however, these impacts can be reduced to a less-than-significant level by obtaining all required permits and implementing the best management practices and avoidance measures listed in Mitigation Measure BIO-3 above. Implementation of Mitigation Measure BIO-3 and compliance with all permit requirements would reduce impacts to a less-than-significant level.

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. Wildlife movement between suitable habitat areas can occur via open space areas lacking substantial barriers. The key to a functioning corridor or linkage is that it connects two larger habitat blocks, also referred to as core habitat areas (Beier and Loe 1992, Soule and Terborgh 1999). The term "wildlife corridor" is useful in the context of smaller, local area planning, where wildlife movement may be facilitated by specific local biological habitats or passages and/or may be restricted by barriers to movement. Above all, wildlife corridors must link two areas of core habitat and should not direct wildlife to developed areas or areas that are otherwise void of core habitat (Hilty et al. 2006).

The project site is primarily bounded to the east and west by development associated with the City of Healdsburg. At the southern end of the Study Area, a bridge is proposed that would cross Foss Creek. Foss Creek may serve as a wildlife corridor in two ways: (1) local wildlife may use the riparian corridor as cover to move between habitats, or (2) various species of fish may spawn, or rear within Foss Creek and migrate through its waters in order to reach additional habitats downstream. The bridge across Foss Creek is not expected to impact the bed, or banks of the creek, therefore the Project will not create an impediment to fish migration. Additionally, any local wildlife which are present in the area would be accustomed to anthropogenic disturbances due to the numerous bridges and roads that cross Foss Creek. Therefore, it is not anticipated that the Project will impede the function of Foss Creek as a migration corridor.

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

Less than Significant Impact. As described above, a tree survey was conducted by an ISA-Certified Arborist. The survey identified 82 trees within the Study Area including seven heritage trees, and 75 non-heritage trees. 24 trees are anticipated to be removed by the Project, none of which are large enough to be considered heritage trees. The proposed project would be required to comply with the Healdsburg Tree Ordinance. As such, impacts would be less than significant.

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. No habitat conservation plans or natural communities conservation plans include the project site or are within the vicinity of the project site. Therefore, no impact regarding a conflict with an applicable conservation plan would occur.

4.5 Cultural Resources

V.	**CULTURAL RESOURCES** — Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?	☐	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☐	☒
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒

Environmental Setting

A previous cultural resources survey was prepared for the 2006 IS/MND. Only one historic resource was identified within the confines of the current project site in the survey. A follow up Historic Property Survey Report/Finding of Effect report (Appendix D) was prepared for the revised project.

Methods

A prehistoric and historic site record and literature search was completed by the California Historical Resources Information System, Northwest Information Center, Sonoma State University, Rohnert Park (CHRIS/NWIC File No. 17-2138 dated March 21, 2018 by Neal). The Native American Heritage Commission (NAHC) was contacted in regard to resources listed on the Sacred Lands Inventory (Busby 2018a). Letters were sent to eight knowledgeable Native American individuals/organizations identified by the NAHC (Busby 2018b-i) (see Attachments).

A systematic field inventory of the proposed Foss Creek Pathway APE for Segments 7 and 8 was conducted on March 28, 2018 to check for indicators of potential surface and/or subsurface archaeological material. Field transects were oriented north to south and spaced approximately 3 meters apart (starting from Grove Street and walking south to the terminus south of Dry Creek Road and then back to Grove Street). Both banks of Foss Creek were inventoried at the south end for the future pedestrian/bike bridge. Visibility within the APE was low with approximately 0-20% of the surface observable. Vegetation consisted of seasonal grasses, mustard, conifer trees, oaks, and brush including poison oak along the creek.

Findings

The Historic Property Survey Report/Finding of Effect report made the following findings:

- No historic properties (including archaeological sites, built environment or other resources) have been recorded within the APE.
- One historic property determined eligible for the NRHP for its engineering and design, the Northwestern Pacific Railroad (NWPRR) alignment, is present adjacent and parallel to the APE. The recorded resource includes steel tracks, ties, a rock ballasted bed, navigation signs, culverts, trestles and telegraph poles.
- No known Native American villages, trails, traditional use areas or contemporary use areas and/or other features of cultural significance have been identified in or immediately adjacent to the APE.
- No evidence of significant prehistoric or historically significant archaeological resources or potentially significant architectural resources was observed during the field inventory conducted within the APE.
- No local, state or federal historically or architecturally significant structures, landmarks, or points of interest have been identified within the APE.
- The archival and literature record search, suggest a low potential for subsurface archaeological resources within the APE.
- The APE appears to have a low sensitivity for buried prehistoric and historic archaeological resources based on previous archaeological studies, the lack of reported Native American cultural resources within the APE and immediately adjacent and the results of archaeological monitoring of ground disturbing construction completed for the Geysers Recharge Project 2000-2003 that included the proposed Foss Creek Pathway Segments 7 and 8.

Discussion of Impacts

a) Would the project cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?

No Change from Previously Adopted IS/MND. Telegraph poles were identified in the 2006 IS/MND as having historical significance within the footprint of the proposed pathway. The previous IS/MND stated that should the pathway encounter these poles during construction they would be removed and reinstalled once construction was completed. The proposed project would employ this same tactic ensuring that no adverse change in the resource would take place. As the identified resource would be preserved, a less than significant impact would occur. This is consistent with the previous determination and therefore, no change regarding impact determination would occur.

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

No Change from Previously Adopted IS/MND. According to the 2006 IS/MND, no known archaeological resources have been identified within the footprint proposed pathway segments. However, there were segments of the pathway listed in the 2006 IS/MND as requiring further evaluation. The subsequent cultural resource report found that there is low sensitivity for buried prehistoric and historic archaeological resources. No new resources were identified in the area that required further evaluation. The following

mitigation measures were included to avoid impacts should archaeological resources be found on-site. With implementation of Mitigation Measure CULT-1 and CULT-2, a less than significant impact would occur. Therefore, the proposed project would result in no change to the analysis presented in the previously adopted 2006 IS/MND.

Mitigation Measure CULT-1 (2006 IS/MND MM#7)

The City shall ensure that construction documents require the construction contractor to stop work if cultural resources or archaeological sites are accidentally discovered during construction. In this event, Section 15064.5 (f) of the State CEQA Guidelines shall be followed if archaeological sites are accidentally found during construction. If any human remains are accidentally discovered, Section 15064.5 (d) of the State CEQA Guidelines shall be followed.

Timing/Implementation: Specifications to be included in improvements plans.

Enforcement/Monitoring: City of Healdsburg Planning Department

Mitigation Measure CULT-2 (2006 IS/MND MM#8)

Cultural resource evaluations shall be conducted for the pathway segment between the north end of the detention basin and Dry Creek Road.

Timing/Implementation: To be completed prior to approval of the improvement plans for the affected reach. An area specific cultural resources evacuation was done as part of this SIS/MND.

Enforcement/Monitoring: City of Healdsburg Planning Department

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Change from Previously Adopted IS/MND. No significant archaeological resources were identified as being present within the footprint of the proposed pathway. Mitigation CULT-1 and CULT-2 were included to avoid impacts should paleontological resources be found on-site. As Mitigation Measure CULT-7 would be implemented during construction of the proposed pathway and Mitigation CULT-8 would be implemented prior to plan approval impacts would be less than significant, which is consistent with the previous 2006 IS/MND. Therefore, no change regarding the previous impact determination would occur.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Change from Previously Adopted IS/MND. The previous analysis in the 2006 IS/MND did not anticipate human remains to be located within the project site, however, Mitigation Measure CULT-7 was included to provide appropriate avoidance measures should human remains be found on-site. Therefore, no change regarding the previous impact determination would occur.

4.6 Geology and Soils

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

Environmental Setting

The City of Healdsburg is located in northern Sonoma County, in the central portion of the Russian River watershed. The region is within the central portion of the Coast Ranges geomorphic province of California, a region characterized by northwest-trending valleys and mountain ranges. This alignment of valleys and ridges has developed in response to uplift, folding and faulting along the San Andreas system of active faults. The San Andreas Fault is located approximately 23 miles west of the project site. The project site itself is located in an area of flat topography, which, according to the Association of Bay Area Governments, has few landslide occurrences, and a moderate susceptibility for liquefaction[10].

Seismicity

Seismicity in Healdsburg is directly related to activity on the San Andreas fault system, including major active faults in the region and within the city. The active Healdsburg-Rodgers Creek fault passes through the eastern and northern areas of the city. The Healdsburg-Rodgers Creek fault is a right-lateral strike-slip fault (i.e., the land west of the fault generally moves north with respect to the land east of the fault during large earthquakes), and has been the source of significant earthquakes during historic time. In the event of an earthquake, seismic risk to a structure will depend on the characteristics of the earthquake, the distance to the earthquake epicenter, the subsurface conditions underlying the structure and its immediate vicinity, and the characteristics of the structure.

Liquefaction

Liquefaction occurs in granular materials as a result of ground shaking, and is often followed by sudden local ground settlement or slope failure. Liquefaction is likely to occur in the Healdsburg area only during large earthquakes occurring in the North Bay region. Historically, the only earthquake to cause liquefaction in the Healdsburg area was the San Francisco earthquake of 1906. As a result of that earthquake, several areas of lateral spreading and one area of sand boils were reported. The potential for liquefaction is considered to be highest in areas underlain by saturated, unconsolidated, granular sediments. Within Healdsburg, the areas most at risk from liquefaction are alluvial areas along the banks of the Russian River and its major tributaries.

Ground Failure

Various forms of ground failure often occur during or immediately following an earthquake, as a result of ground shaking. The nature and severity of these effects are determined by the magnitude and duration of shaking and the local geologic and groundwater conditions. Earthquake-related ground failures can be divided into several types, including lateral spreading, lurch cracking, and land sliding. Lateral spreading is the movement of soft or loose surficial materials over gentle slopes during an earthquake. This phenomenon occurs most often in areas underlain by soft thick soils or unconsolidated sediments adjacent to a slope such as a creek channel. Lurch cracking is the formation of various types of fissures or cracks in the ground surface resulting from the oscillatory motion of the ground during an earthquake. This usually

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[10] *Association of Bay Area Governments. 2015. Resilience Program. Available at: http://gis.abag.ca.gov/website/Hazards/.*

occurs in relatively flat areas underlain by loose, unconsolidated materials, and is exacerbated by the presence of shallow groundwater. The hazard of lurch cracking is relatively minor in Healdsburg, but could occur locally in areas of alluvium. Slope failure or landsliding most frequently occurs under non-seismic conditions, but can be triggered or accelerated by ground shaking. The risk of lateral spreading, lurch cracking, or liquefaction is moderate to low within the lowlying portions of Healdsburg and very low in upland areas.

Discussion of Impacts

a-i) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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 Change from Previously Adopted IS/MND. The proposed pathway would not be located within an Alquist –Priolo fault zone as delineated on the Association of Bay Area Governments (ABAG) Resilience Program Maps[11]. The nearest fault is the Healdsburg Fault lying approximately 2 miles east of the project site[12]. In addition, the project would not create any structures or expose a significant number of people to seismic-related hazards due to ground rupture. Therefore, the project would have no impact related to exposing people or structures to substantial adverse effects. This is consistent with the impact determination of the previous IS/MND and no change in impact determination would occur.

a-ii) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

No Change from Previously Adopted IS/MND. The project would implement two segments of the Foss Creek Pathway, meant for pedestrian and cyclist use. Although the project site, like all locations within the San Francisco Bay Area, is likely to experience strong seismic shaking in the event of a major earthquake, there would be no significant exposure of persons or structures to seismic risks. No buildings or structures are proposed and the pathway would not expose people to a greater risk than they would encounter walking on an adjacent sidewalk or street. Therefore, a less than significant impact would occur. This is consistent with the impact determination previously identified in the 2006 IS/MND. No change from the previously adopted IS/MND would occur.

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[11] *Ibid*

[12] *United States Geological Survey (USGS). USGS Earthquake Hazards Programs. Available at: https://earthquake.usgs.gov/hazards/qfaults/map/#qfaults.*

a-iii) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

No Change from Previously Adopted IS/MND. According to the ABAG Hazard Mapping Program, the proposed pathway is located in an area identified as having a moderate susceptibility for liquefaction[13]. The bridge and path system, by law, would comply with the California Building Code (CBC), which accounts for the soils at the site and any other potential ground failure risk factors including liquefaction, lurching, and lateral spreading Therefore, the project is not anticipated to expose people or structures to adverse effects resulting seismic-related ground failure. This determination is consistent with the 2006 IS/MND and therefore no change from the previously adopted IS would occur.

a-iv) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Change from Previously Adopted IS/MND. The proposed segments would be located within an area of flat topography, which is not at risk for landslides. According to the ABAG Hazard Mapping Program, the project site is not subject to landslides from seismic activity or from rainfall[14]. No impact would occur. This is consistent with the previous adopted IS/MND and therefore no change regarding landslide impacts is anticipated.

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

No Change from Previously Adopted IS/MND. Minimal grading and vegetation removal would occur during construction. These activities would temporarily expose a limited amount of soil which could lead to erosion and the loss of topsoil. Once construction is completed, landscaping would be installed to minimize potential erosion. Additionally, the implementation of Mitigation Measure GEO-1, as defined in the 2006 IS/MND, would reduce potential impacts to less than significant. This is consistent with the impact determination of the 2006 IS/MND and therefore no change in impact determination from the previously adopted IS/MND would occur.

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[13] *Association of Bay Area Governments. 2015. Resilience Program. Available at: http://gis.abag.ca.gov/website/Hazards/.*

[14] *Ibid*

Mitigation Measure GEO-1 (2006 IS/MND MM #10)

Implement an erosion control plan for all phases of the project in which earth will be exposed. This plan shall include both short-term measures, such as hydroseeding and/or straw mulching, and long-term measures, such as landscaping and native habitat restoration, to ensure no loss of topsoil and flow of sediment into Foss Creek or other waterways.

Timing/Implementation: Specifications to be included in the construction plans, with implementation prior to the beginning of the rainy season (end of October).

Enforcement/Monitoring: City of Healdsburg Public Works Department

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. According to ABAG, the project site is not in an area identified as being within an existing landslide distribution zone[15]. The project site is characterized by flat topography, and therefore is not at risk for landslide, lateral spreading, or collapse. No further discussion is necessary.

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

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the pathway could potentially traverse areas consisting of expansive soils. Similarly, the proposed project site may also traverse through expansive soils. However, although the risk of damage to the project from expansive soils exists, the project would install a paved pathway that would not create substantial risks to life or property. Furthermore, two pedestrian bridges would be constructed, however, they would be designed in accordance with the CBC and all other federal, state, and local standards. Therefore, the design and specifications regarding construction of the proposed pathway segments would be followed to ensure minimal risk to all future users. No substantial risks to life or property would occur from project implementation, thus resulting in a less than significant impact. No change from the previously adopted IS/MND is anticipated.

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 previous IS/MND did not discuss this topic. The proposed pathway project would not include the installation of a septic tank or alternative wastewater disposal system. Therefore no impact regarding suitable soils for septic systems would occur.

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[15] *Ibid*

4.7 Greenhouse Gas Emissions

VII.	GREENHOUSE GAS EMISSIONS — Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒	☐

Environmental Setting

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the CARB to design and implement emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). The California Air Resources Board (CARB) has established several regulations aimed at guiding the state to meet this target. These strategies are outlined in the Scoping Plan and include various measures across numerous source categories aimed at reducing GHG emissions. Through this plan and subsequent enactment of regulations, the state is on the path toward meeting the goals of Assembly Bill 32. The California Air Resources Board (CARB) has established several regulations aimed at guiding the state to meet this target. These strategies are outlined in the Scoping Plan and include various measures across numerous source categories aimed at reducing GHG emissions. Through this plan and subsequent enactment of regulations, the state is on the path toward meeting the goals of Assembly Bill 32.

CARB has enacted numerous regulations to address the goals of AB 32 in reducing statewide GHG emissions. These strategies include a cap and trade program for industrial sources and improvements in vehicle fuel economy. This includes the low carbon fuel standard which requires the carbon intensity of fuels to decrease in the state. This impacts the fuel used by vehicles used to commute to work and off-road equipment used in construction. The state has also implemented several regulations that require the carbon intensity of electricity to improve overtime through the incorporation of renewable energy sources and limiting the emissions from new electricity producing sources.

Discussion of Impacts

a) Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The proposed project would implement segments 7 & 8 of the Foss Creek Pathway. These segments would vary slightly from the original alignment proposed in the 2006 IS/MND. Impacts of the Foss Creek Pathway Project regarding GHG emissions were not analyzed in the original IS/MND, as AB 32 was only adopted that year. Construction of Segments 7 & 8 would temporarily produce GHG emissions from construction-related equipment. Given the nature of the proposed project and short duration of construction, GHG emissions from construction would be minor and temporary. Additionally, minimal GHG emissions are anticipated to be associated with the operation of the proposed pathway from electricity used for lighting and crossings. The proposed pathway would serve as a recreational and travel path for residents of the City and neighboring communities. The project would reduce the amount of individuals utilizing cars within the City, a GHG reduction. The reductions in GHG emissions over the life of the project will outweigh the short-term construction and limited operation GHG emissions. Therefore, no impact from GHG emission would occur.

b) Would the proposed project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The proposed project would implement two segments of the Foss Creek Pathway Project in a slightly different alignment than originally proposed. Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. GHG emissions from off-road equipment are identified and planned for in the state ARB's programs to reduce the emission of smog-forming pollutants and toxics from mobile equipment and in the California Greenhouse Gas Emission Inventory[16][17]. Sonoma County has drafted a Climate Action Plan and is planning for adoption. The Plan includes policies to encourage reductions in GHG emissions through improving public transportation, increasing recycling efforts, reducing water consumption, and implementing energy efficiency standards. As the project would provide a pathway for residents to travel throughout the City using alternative modes of transportation, it would be consistent with these policies. The project would result in minimal GHG emissions during the construction and operation of the proposed pathway. However, these impacts would be outweighed by the reduction in emissions from users of the path. Therefore, no impact from GHG emission would occur.

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16 *California Environmental Protection Agency Air Resources Board. 2014. Reducing Air Pollution-ARB Programs. Available at: https://www.arb.ca.gov/html/programs.htm.*

17 *California Environmental Protection Agency Air Resources Board. 2017. California Greenhouse Gas Emission Inventory-2017 Edition. Available at: https://www.arb.ca.gov/cc/inventory/data/data.htm.*

4.8 Hazards and Hazardous Materials

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

Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations as follows:

> A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed (California Code of Regulations, Title 22, Section 66261.10).

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosivity, and reactivity (as defined in California Code of Regulations, Title 22, Sections 66261.20-66261.24). The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies. Under Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) maintains a list of hazardous substance sites. This list, referred to as the "Cortese List," includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. No hazardous materials have been documented by the DTSC within the project site and there are no hazardous substances sites included on the Cortese List in the project vicinity.[18] In addition, the State Water Resource Control Board (SWRCB) Geo Tracker database was accessed to determine if there are any hazardous material sites in the vicinity of the project site. According to the GeoTracker database, no hazardous materials are located at or near the site.[19]

Discussion of Impacts

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. The previously adopted 2006 IS/MND concluded that no routine transport, use, or disposal of hazardous materials. Small amounts of hazardous materials such as fuel, solvents, and oils would be used during project construction activities (e.g. equipment use and maintenance). The use of hazardous materials would be limited to the construction phase and would comply with all applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Operation of the proposed Foss Creek Pathway Segments would operate under the same conditions as the previous pathway and would not include routine transport, use, or disposal of hazardous materials. Therefore, the project would have a less than significant impact related to the routine transport, use, or disposal of hazardous materials.

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[18] *DTSC. 2017. EnviroStor. Available at: http://www.envirostor.dtsc.ca.gov/public/*
[19] *SWRCB. 2017. GeoTracker. Available at: https://geotracker.waterboards.ca.gov/*

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 2006 IS/MND concluded that no transport, use, or disposal of hazardous materials would occur, thus the project was determined to have no impact regarding the release of hazardous materials. The proposed continuation of the Foss Creek Pathway would be constructed and operated via similar methods as described in the 2006 IS/MND. However, the proposed segments would require the use of limited construction equipment on-site that could result in a release of hazardous materials like fuel, solvents, and oils. Hazardous materials would not be stored or used where they could affect nearby residences or sensitive receptors. Furthermore, the project would be required to prepared a SWPPP, including construction BMPs to minimize potential contamination from accidental spills. Therefore, with compliance of the SWPPP, as well as all local, state, and federal regulations regarding hazardous materials, impacts associated with foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

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?***

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND concluded that since no hazardous materials would be involved in project implementation, the project would have no impact regarding hazardous waste in the vicinity of a school. The proposed alignment of segments 7 & 8 is not within one-quarter mile of a school. The closest school is Healdsburg High School, located approximately 0.3 miles east of the project site. Therefore, the project would result in the same level of impact as the previously prepared IS/MND.

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

No Change from Previously Adopted IS/MND. The proposed project site was included in the original search of hazardous material sites conducted for the 2006 IS/MND. No known hazardous material sites were known to have existed in the vicinity of the project site that were not remediated to acceptable levels at that time. A current search of the Envirostor database was conducted to verify the site has not recently been subject to new hazards. A more recent 2006 leaking underground storage tank was identified, but previously remediated in late 2006[20]. No area of the site would be considered a hazardous materials site and therefore, no change in impact determination from the previously adopted IS/MND would be required.

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[20] *Department of Toxic Substances Control. 2017. Envirostor. Available at: http://www.envirostor.dtsc.ca.gov/public/.*

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

No Change from Previously Adopted IS/MND. The previously analyzed project was not located within two miles of a public airport, and no new airports have been built since the adoption of the 2006 IS/MND. Although the alignment has been marginally adjusted, compared to the originally analyzed pathway, the project site is still not located within an airport land use plan or within two miles of a public airport. Therefore, the project would not result in a change in impact determination.

f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Change from Previously Adopted IS/MND. The previous project site was not within the vicinity of Healdsburg Municipal Airport and no new airports have been constructed since the completion of the 2006 IS/MND. Although the proposed alignment of segments 7 & 8 has been marginally adjusted compared to the originally analyzed pathway, the project site is still not within the vicinity of a private air strip. Impacts would remain consistent with the previous IS/MND and no change in the impact determination would be required.

g) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

No Change from Previously Adopted IS/MND. Construction of the proposed pathway would be constructed in similar fashion as the previous pathway segments. No road closures or detours would be required. Emergency access to or evacuation from the surrounding areas would therefore, not be restricted during construction. Furthermore, once completed the segments could be utilized as an additional emergency evacuation corridor, providing additional access to areas previously inaccessible for emergency personnel and vehicles. The project would have no impact related to inferring with an adopted emergency response plan or emergency evaluation plan, which is consistent with the impact determination of the 2006 IS/MND.

h) ***Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the pathway would have a less than significant impact related to exposure of people or structures to wildland fires due to the fact that it is not located in an area that is designated as a high or extreme fire hazard and would provide increased access for emergency personnel. According to the ABAG Resilience Program, the project site is located within a Wildland Urban Interface fire threat zone[21]. The project would increase human activity in the area, which could expose people to a potential hazard if a fire occurred. However, the pathway would also provide fire trucks and other emergency vehicles greater access to the area via the 10-foot-wide, narrowing to 8-foot-wide where constrained by land rights and/or environmental sensitive areas. In the event of a fire the local fire department would be able to use the pathway and ultimately provide faster fire response due to the presence of the pathway. Therefore, consistent with the previous IS/MND, a less than significant impact would occur.

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[21] *Association of Bay Area Governments. 2015. Resilience Program. Available at: http://gis.abag.ca.gov/website/Hazards/.*

4.9 Hydrology and Water Quality

IX.	HYDROLOGY AND WATER QUALITY — Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐	☒
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☒
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐	☒
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☐	☒
e)	Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☐	☒
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☐	☒

IX.	HYDROLOGY AND WATER QUALITY — Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐	☐
j)	Inundation of seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

Environmental Setting

Rainfall and Climate

Wet winters and dry summers characterize the Healdsburg region's inland Mediterranean-type climate. Rainfall totals can vary widely over a short distance; windward mountain areas west of Healdsburg can receive more than 60 inches of rain, while shadow areas, such as the city proper, receive about 40 inches annually.

Topography and Drainage

Healdsburg drains to the west and south via intermittent creeks and drainage channels, discharging into the Russian River. The western and central portions of the city are typically low-lying, gently sloping topography. Hilly upland areas characterize the northern and eastern portions of the city[22].

Flooding

The Federal Emergency Management Agency (FEMA) current flood hazard maps for the Healdsburg area are dated December 2, 2008 with LOMR revisions on August 19, 2010. The Russian River and Foss Creek are the two most important surface water bodies within city limits. The project site is within Zone A and Zone AE. Zone A is defined as an area with a 1% annual chance of flooding and a 26% of flooding over the life of a 30-year mortgage. Zone AE is defined as the base floodplain where base flood elevations are provided.[23].

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[22] *City of Healdsburg Planning and Building Department. 2010. Healdsburg 2030 General Plan Background Report. Available at: http://www.ci.healdsburg.ca.us/DocumentCenter/View/633.*

[23] *LOMR effective August 19, 2010 for the Foss Creek area Available at: https://www.ci.healdsburg.ca.us/353/Floodplain-Mapping*

Regulatory Framework

This section describes the regulatory setting as it relates to hydrology and water quality in the project site.

There is a well-established regulatory framework of federal and State laws for floodplain management and protection of water quality, which would apply to the project site. These regulations establish requirements for projects in flood-prone areas and water quality criteria for the protection of human health and the environment, including storm water discharges to surface water. The regulations are discussed below.

Federal Agencies, Programs and Regulations

Federal Emergency Management Agency (FEMA)

FEMA issues Flood Insurance Rate Maps FIRMs that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 (1 percent) chance of occurring in any given year. The area with this designation is also referred to as the 100-year flood plain. FEMA also designates the area with a 1-in-500 chance (0.2 percent) of flooding in a given year, or the 500-year flood plain.

FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. The insurance rate offered to communities is based on the designations shown on the FIRMs and recorded in the updates known as Letters of Determination.

Clean Water Act (CWA)

The Clean Water Act (CWA) of 1972 is the primary federal law that governs and authorizes water quality control activities by the U.S. Environmental Protection Agency (EPA) as well as the states. Various elements of the CWA address water quality, and they are discussed below. Wetland protection is administered by the USACE under Section 404 of the CWA, including permits to dredge or fill wetlands.

Section 401: Wetland Filling

Under Section 401 of the CWA, an applicant for a Section 404 permit to discharge dredged or fill material into waters of the United States must first obtain a certificate from the appropriate State agency stating that the fill is consistent with the State's water quality standards and criteria. In California, the authority to either grant water quality certification or waive the requirement is delegated by the State Water Resources Control Board (SWRCB) to the nine Regional Water Quality Control Boards (RWQCBs).

Section 303: Water Quality Standards and Total Maximum Daily Loads (TMDLs)

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question; and (2) criteria that protect the designated uses. Water Quality standards applicable to the project site are listed in the Water Quality Control Plan for the San Francisco Bay Basin. Section 303(d) of the CWA requires states to make a list of waters that are not attaining standards and requires them to develop a set of Total Maximum Daily Loads (TMDLs) (see below under State Water Resources Control Board (SWRCB)). San Francisco Bay Central is on the Section 303(d) list as impaired by: chlordane, DDT, dieldrin, dioxin compounds, exotic species, furan compounds, mercury, PCBs, and selenium.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm sewer systems. NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify limits on allowable concentrations in the effluent and receiving water, and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring and other activities. NPDES permits are issued by the SWRCB (see below).

State Plans, Policies, and Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) of 1969 is California's statutory authority for the protection of water quality. Under the Act, the State must adopt water quality policies, plans and objectives that protect the State's waters for the use and enjoyment of the people. The Act sets forth the obligations of the SWRCB and RWQCBs to adopt and periodically update water quality control plans (Basin Plans). Basin Plans are the regional water quality control plans required by both the CWA and Porter-Cologne Act in which beneficial uses, water quality objectives and implementation programs are established for each of the nine regions in California. The project site falls under the San Francisco Bay Region Hydrologic Basin Planning Area Map.

The Act also requires waste dischargers to notify the RWQCBs of their activities through the filing of Reports of Waste Discharge (RWD) and authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements (WDRs), NPDES permits, Section 401 water quality certifications, or other approvals.

State Water Resources Control Board (SWRCB)

In California, the SWRCB has broad authority over water quality control issues for the State. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the CWA. Regional authority for planning,

permitting and enforcement is delegated to the nine RWQCBs. The regional boards are required to formulate and adopt water quality control plans for all areas in the region and establish water quality objectives in the plans.

NPDES Construction General Permit

The SWRCB permits all regulated construction activities under the NPDES General Permit for Storm Water Discharges Associated with Construction Activity.[24] The permit is administered at the County level. Construction activities that disturb one acre or more of land must comply with a Construction General Permit that regulates storm water leaving construction sites. The project applicant must file Permit Registration Documents (PRDs) before beginning construction, including filing a Notice of Intent (NOI), and a Stormwater Pollution Prevention Plan (SWPPP).

The SWPPP must be implemented and monitored to ensure its effectiveness. The plan, which must also address control of pollutants in stormwater post-construction, must be on-site and available to inspectors. A SWPPP must include "Best Management Practices" (BMPs) designed to reduce potential impacts to surface water quality through the construction and life of the project. Under the 2009 revision to the Construction General Permit, for discharges to water bodies that have beneficial uses such as fish spawning and fish migration, the project would at least be a Risk Level 2 project subject to Numeric Action Levels and some additional monitoring requirements. If erosion potential is considered high, the project could be determined to be a Risk Level 3 project subject to Numeric Effluent Limits, and more rigorous monitoring requirements, including receiving water monitoring or bioassessment.

NPDES Post-Construction Stormwater Quality

Post-construction stormwater management is covered by a different set of BMPs under the NPDES permit system. The intent of these regulations is to rigorously control the quality and quantity of stormwater runoff from any new development that creates or replaces impervious area over 10,000 square feet, so that receiving waters downstream are not adversely impacted. Stand-alone pedestrian pathways, trails, and off-street bicycle lanes projects are not subject to post-construction BMPs.[25]

California Fish and Wildlife Code

The CDFW protects streams, water bodies and riparian corridors through the streambed alteration agreement process under Section 1601 to 1606 of the California Fish and Wildlife Code. The CDFW stipulates that it is "unlawful to substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake" without notifying the Department, incorporating necessary mitigation and obtaining a streambed alteration agreement. CDFW's jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

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[24] *Order No. 2009-009-DWQ, NPDES No. CAR000002, adopted September 2, 2009.*
[25] *Order No. R1-2015-0030, NPDES No. CA0025054, pg. 25 adopted October 8, 2015.*

Discussion of Impacts

a) Would the project violate any water quality standards or waste discharge requirements?

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the site grading could result in erosion-related impacts to water quality and included Mitigation Measure GEO-1 to ensure impacts were less than significant. The proposed pathway segments would also require site grading and minimal vegetation removal during construction that could potentially violate water quality standards or waste discharge requirements if sediment-laden runoff from disturbed work areas enters local waterways and increases turbidity or if fuel or other construction chemicals are accidentally spilled or leaked into the water. However, implementation of the erosion control plan identified in Mitigation Measure GEO-1, above, as well as preparation and implementation of the required SWPPP would ensure impacts are reduced to a less than significant level. No change from the previously adopted IS/MND would need to occur.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Less than Significant Impact. As previously discussed in the 2006 IS/MND, no groundwater would be needed for either construction or operation of the project. Similarly, no groundwater would be required for construction or operation of the proposed pathway segments. However, the IS/MND did not address the impact that installation of the impervious pathway would have on groundwater recharge. The project would install a 10-foot-wide, narrowing to 8-foot-wide where constrained by land rights and/or environmental sensitive areas, that could potentially interfere with groundwater recharge. The pathway would still have pervious areas on either side to allow for infiltration once water runs off the surface of the pathway. Installation of the pathway is not anticipated to result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, a less than significant impact would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the project would involve minor grading, but would not substantially alter the existing drainage pattern of the site. With implementation of Mitigation Measure GEO-1, above, all potential impacts would be mitigated to a less than significant level. The proposed Foss Creek Segments 7 & 8 would require minimal grading, but would not substantially alter the existing drainage pattern of the area. Implementation of Mitigation Measure GEO-1 as well as the required SWPPP would ensure that substantial erosion or siltation on-or off-site would not occur. The project would have a less than significant impact with mitigation incorporated, consistent with the determination of the previous IS/MND.

d) ***Would the project 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 otherwise substantially degrade water quality?***

No Change from Previously Adopted IS/MND. The proposed project would marginally increase surface storm runoff due to the addition of the impermeable surface associated with the installation of the 10-foot-wide, narrowing to 8-foot-wide where constrained by land rights and/or environmental sensitive areas, approximately 0.85 mile long pathway. The proposed project will be designed to meet Sonoma County Water Agency (SCWA) design criteria. Where existing culverts need to be extended under the pathway new storm drain pipes will be installed and will match the existing diameter(s). At locations of new storm drain connections to existing culvert pipe, failing sections of existing piping will be replaced if needed. Where new storm drain is required to pick up drainage they will be sized appropriately to handle 10 year storm flows in accordance with SCWA criteria. The majority of the runoff from the proposed pathway would seep into the vegetated areas along its sides with minor amounts draining directly into the storm water system (mainly at the northern section of the project site near the Grove Street and Healdsburg Avenue intersection). Furthermore, cyclists or pedestrians would generally be the only users of the pathway, unless an emergency requires an emergency response vehicle to utilize it. Therefore, it would be mostly free of residues from motorized vehicles, resulting in less polluted runoff. The additional surface runoff is not anticipated to result in drainage problems, exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff. With the preparation and implementation of the required SWPPP the project would have a less than significant impact regarding runoff. This is consistent with the finding of the 2006 IS/MND. Therefore, no change from the previously adopted IS/MND would be required.

e) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?***

No Change from Previously Adopted IS/MND. As previously analyzed in the 2006 IS/MND, the project would minimally alter the existing drainage pattern through the installation of the impermeable pathway surface, but would not increase surface runoff to a degree that would result in flooding on or off-site. Similarly, the proposed pathway segments would also increase the amount of impermeable surfaces on-site, minimally alter the drainage pattern, and slightly increase the amount of runoff. However, the project would incorporate permeable areas adjacent to the pathway and still allow for drainage into Foss Creek. It is not anticipated that project implementation would increase runoff enough to result in flooding on-or off-site. A less than significant impact would result, which is consistent with the 2006 IS/MND impact determination regarding flooding on- or off-site.

f) ***Would the project otherwise substantially degrade water quality?***

No Impact. The proposed pathway is not anticipated to degrade water quality in any manner besides those discussed under item (a) above.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. No housing was proposed as a part of the Foss Creek Pathway analyzed in the 2006 IS/MND and no housing is planned for the proposed pathway segments. Therefore, the project would result in no impact regarding the placement of housing within a 100-year flood hazard area as no housing is included in the proposed project.

h) Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows.

No Impact. No structures would be placed within the 100-year flood hazard area that would impede or redirect flood flows. The proposed pedestrian bridge over Foss Creek has been designed to SCWA criteria of having a minimum of 1-foot of freeboard between the bridge low chord and 100-year flood surface elevation. Therefore no impact related to impeding or redirecting flows would occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. The proposed pathway would be within the Warm Springs Dam Inundation Area. No structures would be built as a result of project implementation, however it is possible that people would be on-site at the time of the Warm Springs Dam failure. The Warm Springs Dam was designed to absorb the maximum expected displacement and ground shaking from any fault in the region and the Army Corps of Engineers have developed an evacuation plan that includes Healdsburg in the event of dam failure. With the emergency evacuation plan in place and the unlikely event that the dam will fail due to appropriate construction measures taken, a less than significant impact would occur related to exposing people or structures to a significant risk of loss injury or death as a result of dam failure.

j) Would the project result in inundation by seiche, tsunami, or mudflow?

No Impact. The proposed project site is located inland and is not within an area that has the potential for a seiche, tsunami, or mudflow to occur. Therefore, no impact would occur.

4.10 Land Use and Planning

X.	**LAND USE AND PLANNING** – Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Physically divide an established community?	☐	☐	☐	☒	☐
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐
c)	Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒	☐

Environmental Setting

The proposed continuation of the Foss Creek Pathway would construct Segments 7 & 8 along the western edge of the city running in a north-south direction. Segment 7 commences from the northern edge of Segment 6 at the flood control detention basin adjacent to the Carson Warner Memorial Skatepark and veers easterly over Foss Creek then continues north paralleling the Northwestern Pacific Railroad tracks to Dry Creek Road. Segment 8 continues from Dry Creek Road to the intersection of Grove Street and Healdsburg Avenue.

The City of Healdsburg General Plan provides policies and implementation strategies for management of the resources and land uses in the City, and the City Codes provide restrictions and requirements to protect resources and comply with local, state, and federal laws. The proposed project is subject to the City of Healdsburg General Plan and City of Healdsburg Zoning Ordinance. No habitat conservation plans have been adopted for the area.

Regulatory Setting

<u>City of Healdsburg 2020 General Plan</u>

Land Use Policies

LU-C-1 Only low-intensity urban development and open space land uses shall be allowed in areas characterized by steep slopes, environmental hazards, scenic ridgelines and hillsides. Clustering of development in these areas shall be encouraged to preserve open space, meet the policies of the General Plan concerning natural hazards and scenic resources and minimize the costs of infrastructure improvements.

Transportation Policies

T-A-12 The City will strive to complete links in the existing street system to improve continuity and provide emergency vehicle access, consistent with existing neighborhood character, pedestrian safety and subject to fiscal and physical limitations.

T-D-1 The use of alternative transportation modes shall be encouraged by establishing a safe and convenient bicycle and pedestrian network interconnecting residential areas with recreation, shopping and employment areas.

T-D-2 The Foss Creek Pathway shall provide a central bicycle and pedestrian pathway through town.

T-D-3 The City shall develop a citywide system of safe and convenient designated bikeways that serves both experienced and casual bicyclists, and which maximizes bicycle use for commuting, recreation, and local transportation.

Natural Resources Policies

NR-A-2 The City will seek to minimize siltation, sedimentation and pollution discharge into receiving waterways from construction activities and ongoing operations.

NR-B-1 Channel improvements to, and tree and brush clearance activities along Foss Creek shall not unnecessarily disturb riparian vegetation, shall seek to maintain and provide a sufficient shade canopy over the creek, and shall use plants and natural materials to the extent feasible in bank stabilization projects.

NR-B-2 Large, mature trees that contribute to the visual quality of the environment or provide important wildlife habitat shall be protected.

NR-B-4 The use of native plant species in landscaping and in the replanting of cut slopes is encouraged.

NR-C-6 Protection of distinctive natural vegetation such as oak woodlands, riparian corridors, and mixed evergreen forest is encouraged.

NR-F-1 The City will encourage the use of transit systems and other alternatives to automobile use.

Discussion of Impacts

a) Would the project physically divide an established community?

No Impact. The 2006 IS/MND concluded that the project would result in a less than significant impact regarding dividing an established community due to the fact that it would require the removal and replacement of several structures just north of Grant Street. However, the pathway was never anticipated to adversely affect the use of the properties nor hinder operation of existing businesses. The proposed pathway does not include that portion of the previous project site. Instead, the pathway would further facilitate movement within the City by providing additional access to adjacent land uses and a way to travel the length of the City via alternate modes of transportation.

Prior to project construction, approximately 30- existing parking spaces located within the right-of-way that are used by Big John's Market will be removed. Removal of these parking spaces will trigger Condition #6 of Big John's Major Design Review application File No. 2013-20, which requires "the property owner to provide additional parking within 300 feet of the facility within 180 days of the end of parking lease, or if parking cannot be secured, the property owner shall have a parking management analysis/plan prepared subject to the review approval by the Planning and Building Department". As these impacts were previously accounted for and would not divide an established community, no impact would occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Change from Previously Adopted IS/MND. Since the adoption of the 2006 IS/MND, a new General Plan has been adopted. The proposed project would have a significant impact if it were to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. As noted above, there are several policies applicable to the proposed project. The project would add two additional segments to the existing Foss Creek Pathway to allow for non-motorized movement throughout the City. The project would not conflict with any of the above listed policies. The project would be consistent with the goals and policies of the updated City General Plan. A less than significant impact would occur.

c) Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. No habitat conservation plans or natural communities conservation plans include the project site or are within the vicinity of the project site. Therefore, no impact regarding a conflict with an applicable conservation plan would occur.

4.11 Mineral Resources

XI.	**MINERAL RESOURCES** — Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒	☐

Environmental Setting

According to the California Department of Conservation, a state-designated Mineral Resource Zone-2 (MRZ-2) is located in the southeastern area of the city[26]. These mineral resources are primarily located along the banks of the Russian River.

Discussion of Impacts

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

No Impact. The 2006 IS/MND did not analyze potential impacts to mineral resources. The only known mineral resource that would be of value to the region and residents of the state would be gravel. The portion of the Russian River within the vicinity of the City of Healdsburg has been mined extensively for gravel resources. However, the project site is not within the vicinity of the Russian river. No impact would occur.

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 2006 IS/MND did not analyze potential impacts to mineral resources. The Healdsburg General Plan Background Report identifies a Mineral Resource Zone-2 within city limits. However, the project site is not within the vicinity of this region and therefore, would have no impact related to a loss of availability of a locally important resource recovery site.

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[26] *City of Healdsburg Planning and Building Department. 2010. Healdsburg 2030 General Plan Background Report. Available at: http://www.ci.healdsburg.ca.us/354/General-Plan.*

4.12 Noise

XII.	NOISE — Would the project result in:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No change from Previously adopted IS/MND*
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐	☒
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐

Environmental Setting

The project site runs along the western border of the City of Healdsburg in a north-south direction, paralleling Foss Creek and the Northwestern Pacific Railroad tracks. Development is scattered along the entire length of the site including residential, industrial, and commercial development. The closest sensitive noise receptor to the project site is Healdsburg High School approximately 0.3 miles east of the project site. The primary noise sources in the project area include automobile and truck noises, and noise associated with various commercial, industrial and recreational land uses.

Regulatory Setting

City of Healdsburg Municipal Code

Section 9.32.070

A. Noise sources associated with or vibration created by construction, repair, remodeling, or grading of any real property or during authorized seismic surveys are permitted, provided such activities do not take place between the nighttime hours of 6:00 p.m. and 7:30 a.m. daily, or at any time on Sunday or a legal holiday, and provided the noise level created by such activities and any vibration created does not endanger the public health, welfare, and safety.

C. Nothing in this section shall be construed to prohibit construction activities that do not exceed the ambient noise level by more than 10 dBA, such as painting or interior work. (Ord. 1011 § 7, 2003.)

Section 9.32.080

A. Sound Level Standards. It is the objective of the City to require intruding noise levels not to exceed those listed below to determine if a violation exists:

Table 4. Sound Level Standards

Receptor Land Use	Daytime Exterior Sound Level dBA L_{10}	Nighttime Exterior Sound Level dBA L_{10}
Residential-zoned properties not located adjacent to industrial-zoned properties and office-zoned properties:	60	55
Residential-zoned properties located adjacent to industrial-zoned properties:	65	55
Commercial-zoned properties	65	60
Industrial-zoned properties	75	70

B. Daytime shall be considered 7:00 a.m. to 8:00 p.m., and nighttime shall be considered to be 8:00 p.m. to 7:00 a.m.

C. Where a land use activity is carried out over two of the above receptor land uses, the least restrictive sound level standard shall apply.

City of Healdsburg General Plan

18.2 Noise Compatibility Standards

- Single Family land uses "normally acceptable" in noise environments between 60 dBA L_{dn} or less
- Single Family land uses "conditionally acceptable" in noise environments between 55 dBA L_{dn} and 70 dBA $L_{dn,}$ but less than 75 dBA $L_{dn.}$
- In noise environments greater than 70 dBA $L_{dn,}$ but less than 75 dBA L_{dn} residential land uses are considered "normally unacceptable".
- In noise environments exceeding 75 dBA L_{dn} residential land uses are considered "clearly unacceptable".
- Interior residential noise standards for multifamily dwellings are set by the State of California at 45 CNEL.

Discussion of Impacts

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

No Change from Previously Adopted IS/MND. Noise impacts from project construction activities are a function of the level of noise generated by individual pieces of construction equipment, the amount of equipment operating at any given time, the distance and sensitivities of nearby land uses, the presence of noise barriers or other structures that provide acoustical shielding, and the timing and duration of the noise-generating activities. The previously adopted 2006 IS/MND concluded that short-term noise impacts could have a significant impact regarding exposing people to noise levels in excess of standards. Mitigation was included to reduce impacts to a less than significant level. The proposed project would utilize the same construction equipment and result in the same noise during construction activities as previously analyzed in the 2006 IS/MND. The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment (Table 3). These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, utilizing the EPA's estimated noise emissions, and an estimated noise emission of 82 dBA measured at 50 feet from the noise source to the receptor would reduce to 76 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 70 dBA at 200 feet from the source to the receptor. The Oak Grove Apartment Complex is located approximately 200 feet away from the project site and would likely be exposed to noise emissions of greater than the acceptable exterior sound level in a residential area. Therefore, it is likely that sensitive receptors in the vicinity of the project site would be exposed to an excess of noise level during the construction phase. Implementation of Mitigation Measure NOISE-1 would reduce impacts to a less than significant level. No change in impact determination is required.

Table 5. Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet [a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Notes:

a. Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Mitigation Measure NOISE-1 (2006 IS/MND MM#11)

The following noise-reducing construction practices shall be employed for all improvements:

a. All equipment shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

b. Heavy equipment operation, grading activities and construction of improvements shall be limited to the hours of 7:30 a.m. to 6:00 p.m., Monday through Saturday in order to avoid disturbance to nearby residents during sensitive early morning and evening hours.

c. The contractor shall notify all adjoining residents in advance of clearing, grading and construction activities associated with the project.

Timing/Implementation: Specifications to be included in all improvement plans

Enforcement/Monitoring: City of Healdsburg Planning Department

b) ***Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

No Change from Previously Adopted IS/MND. The previous 2006 IS/MND determined that the Foss Creek Pathway would result in a less than significant impact regarding groundbourne vibration and noise levels. This is in reference to the anticipated temporary and localized vibration resulting from the construction phase. The proposed project would utilize the same construction equipment and result in the same noise during construction activities as previously analyzed in the 2006 IS/MND. Therefore, the project would also result in temporary groundborne vibration during construction resulting from the site grading and paving operations. As this exposure would be temporary and only within the confines of the site, the generation of excessive groundborne vibration is not anticipated to result in an adverse effect on persons in the vicinity. A less than significant impact would occur, which is consistent with the previous 2006 IS/MND impact determination.

c) ***Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the proposed Foss Creek Pathway would only result in temporary increases in ambient noise levels during the construction phase. The proposed pathway segments would operate similarly to the existing Foss Creek Pathway. Although operation of the site may result in an increase in users in the area, the path is not anticipated to result in a substantial increase in ambient noise levels due to the nature of the project and the type of users anticipated to utilize the pathway. The primary users would be pedestrians and bicyclists and no new sources of traffic noise would result. Therefore, a negligible increase in ambient noise would result and a less than significant impact would occur from project implementation. This is consistent with the previous IS/MND and therefore, no change from the previous impact determination would be required.

d) ***Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the proposed Foss Creek Pathway would only result in temporary increases in ambient noise levels during the construction phase. The proposed project would also result in temporary increases in ambient noise levels during construction of the pathway. Implementation of Mitigation Measure NOISE-1, located above, would ensure that the temporary increase in noise is not substantial. During operation, a negligible increase in noise is anticipated to occur from the pedestrians and bicyclists using the path, but no substantial increase would result. Therefore, consistent with the previous 2006 IS/MND, the project would have a less than significant impact with mitigation incorporated. No change from the previously adopted IS/MND is anticipated.

e) ***For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?***

No Impact. The 2006 IS/MND did not analyze potential impacts regarding airport noise. The proposed project is not located within an airport land use plan or within two miles of a public airport. Therefore, no impact would result.

f) ***For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The 2006 IS/MND did not analyze potential impacts regarding private airport noise. The project is not located within the vicinity of an airstrip and therefore would not expose any person to excessive noise levels related to aircrafts. No impact would occur.

4.13 Population and Housing

XIII. POPULATION AND HOUSING — Would the project:		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒
c)	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

Environmental Setting

Several residences are located adjacent to the proposed pathway at the most northern section. No additional residential structures are included as part of the project and the existing residences would remain unaffected.

Discussion of Impacts

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

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the proposed Foss Creek Pathway would not include new homes or businesses. Therefore, the project would have no impact on population growth in the area. The proposed pathway segments includes the pathway itself and landscaping. No growth inducing components, such as residential housing, commercial development, or additional infrastructure would be constructed. As such, the project would have no impact regarding inducing substantial population growth. This is consistent with the impact determination of the 2006 IS/MND and no change would occur.

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

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND concluded that the project would not displace any housing units and therefore, no new housing units would need to be constructed. The proposed project site does not include any housing on-site and therefore, no displacement would occur. The proposed pathway would be consistent with the impact determination of the 2006 IS/MND and no change would be required.

c) Would the project displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND concluded that the project would not displace any housing units and no additional housing units would be needed as a result of the project. The proposed project would implement two segments of the Foss Creek Pathway previously analyzed, however in a slightly different alignment. No people would be displaced in order to implement the proposed pathway. The project would therefore be consistent with the determination of the 2006 IS/MND and no change would result.

4.14 Public Services

XIV. PUBLIC SERVICES — Would the project:		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					1
i)	Fire protection?	☐	☐	☐	☐	☒
ii)	Police protection?	☐	☐	☐	☐	☒
iii)	Schools?	☐	☐	☐	☐	☒
iv)	Parks?	☐	☐	☐	☐	☒
v)	Other public facilities?	☐	☐	☐	☐	☒

Environmental Setting

Fire Services

The Healdsburg Fire Department (HFD) currently provides fire protection and emergency response services to the City of Healdsburg. Additionally, the HFD provides contracted emergency services to Fitch Mountain and the lower Dry Creek Valley. The HFD operates out of one fire station located approximate 0.6 miles from the project site. The HFD provides fire suppression, rescue and emergency medical services. Additionally, the HFD is responsible for the development of a comprehensive disaster response plan for the city and for providing coordination of all public and private services responding to emergency situations.

Police Services

The City of Healdsburg Police Department (HPD) provides police protection services to the project site. The HPD employs 5 sergeants, 10 full-time Police Officers, 6 full time Police Dispatchers, 1 detective, 1 police records officer, 1 full time parking enforcement officer, one part-time parking enforcement officer and 1 Police Technician in charge of Property and Evidence. The HPD station is located at 238 Center Street.

Schools

The project site would be served by the Healdsburg Unified School District (HUSD), which operates two elementary schools, a junior high school, a high school, and a continuation high school. There are four other schools within city limits that are not included in the HUSD. The closest school, Healdsburg High School, is approximately 0.3 miles southeast of the project site.

Parks

The City of Healdsburg's Community Services Department (CSD) operates and maintains a variety of parks and recreational facilities. In addition to the Healdsburg Plaza and West Plaza Parks, Villa Chanticleer, Tayman Park Golf Course, Municipal Pool and Senior Center, there are seven neighborhood and community parks within the city. Sonoma County also operates and maintains the Veterans Memorial Beach Park, located on the east side of the Russian River just south of Healdsburg Avenue. In total the city has 43.32 acres of public parks. A joint use agreement with HUSD provides another 25 acres of school athletic fields that are also available for limited community use.[27]

Discussion of Impacts

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

a-i) Fire Protection

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND concluded that the project would not require an increase in the current level of fire protection provided as no new houses or businesses were proposed. Similarly, the proposed pathway segments would install a pathway within the wildland-urban interface, however no housing or other residential structures would be included. Additionally the 10-foot-wide, narrowing to 8-foot-wide where constrained by land rights and/or environmental sensitive areas, pathway would allow for fire trucks and other emergency vehicles to gain access to previously inaccessible areas. No additional fire services are anticipated to be required to serve the project site. A less than significant impact would occur, which is consistent with the determination of the previously adopted document.

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[27] *City of Healdsburg Planning and Building Department. 2010. Healdsburg 2030 General Plan Background Report. Available at: http://www.ci.healdsburg.ca.us/354/General-Plan.*

a-ii) Police Protection

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND concluded that the project would not require an increase in the current level of police protection provided, as no new houses or businesses were proposed. The proposed project would install several segments of the Foss Creek Pathway originally analyzed in the 2006 IS/MND. The segments would be meant for pedestrians and cyclists to move throughout the City. Lighting would be installed along the pathway to allow for increased visibility. No additional police services are anticipated to be needed to serve the proposed project. This determination is consistent with the 2006 IS/MND and therefore no change would be required.

a-iii) Schools

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the Foss Creek Pathway would not result in population increases and therefore, school services in the area would not change. The proposed project would similarly not include housing or commercial development that could affect population growth via an increase in availability of residential housing or employment opportunities within the City. As such, school enrollment would not be impacted by the proposed project. This determination is consistent with the 2006 IS/MND and therefore no change would be required.

a-iv) Parks

No Change from Previously Adopted IS/MND. The 2006 IS/MND concluded that the proposed project would not impact park facilities or increase demand of parks as no housing or employment opportunities would result from project implementation. The proposed project would also not increase the number of residents in the vicinity that could adversely affect parks as no new residential structures are proposed. The path would instead provide additional recreational opportunities for current City residents, such as walking and biking. Therefore, no substantial adverse effects regarding park facilities would result from project implementation. This determination is consistent with the 2006 IS/MND. No change would be required.

a-v) Other Public Facilities

No Change from Previously Adopted IS/MND. No other public services would be affected by the proposed project. This is consistent with the previously adopted IS/MND and no change in impact determination would be required.

4.15 Recreation

XV. RECREATION — Would the project:		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	☐
b)	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐

Environmental Setting

The City of Healdsburg's Community Services Department operates and maintains all parks and recreational facilities. The City currently has 43.32 acres of park and additional 25 acres of school athletic fields available for community use via a joint use agreement with Healdsburg Unified School District. The City's goal is to provide 5 acres of parkland per 1,000 residents[28].

Discussion of Impacts

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?

Less than Significant Impact. The previously adopted 2006 IS/MND did not discuss potential recreational impacts. The proposed project would add a portion of pathway to the existing Foss Creek Pathway to provide an additional recreation area for bicyclists and pedestrians. The proposed project would not affect existing off-site neighborhoods, regional parks, or recreational facilities as it is not anticipated to induce population growth that could increase use of such facilities (See Section 4.13 Population and Housing). The pathway would serve to increase a non-motorized transportation to link to several areas within the City, including park facilities, but it is not anticipated that the availability of these new segments of pathway would lead to increased deterioration of existing parks. A less than significant impact would result.

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[28] *Ibid*

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 proposed project would complete a portion of the Foss Creek Pathway that was previously analyzed in a 2006 IS/MND, however this document did not discuss potential impacts to recreation. The proposed pathway would allow for an additional recreational area for pedestrians and bicyclists. No additional recreational facilities would be included and the need for construction or expansion of existing recreational facilities is not anticipated to be required. A less than significant impact would occur.

4.16 Transportation and Traffic

XVI.	**TRANSPORTATION/TRAFFIC** — Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	☐
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	☐
d)	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐	☐
e)	Result in inadequate emergency access?	☐	☐	☐	☐	☒
f)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒	☐

Environmental Setting

Due to the City of Healdsburg's size, mobility within the City is relatively easy. U.S. 101 acts as a physical barrier along the City's west side, limiting westerly access. The Russian River and Foss Creek also restrict access and the railroad tracks also act as a constrain on the street and road system because of the need to provide crossing protection or, preferably, grade separation. Due to these barriers the City only has a few gateway intersections through which most of the City's traffic flows through. Regional vehicular access to the site and the City of Healdsburg is

gained via Highway 101. Access to the project site would be gained via arterial streets such as Dry Creek Road and Healdsburg Avenue, as well as Grove Avenue, which is characterized as a collector street.

Discussion of Impacts

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. The 2006 IS/MND did not discuss potential conflicts with any applicable plans, ordinances, or policies related to the circulation system. However, it did conclude that the project could potentially lower traffic on the existing roadways to the extent that residents would utilize the new pathway.

Kittelson & Associates prepared a memorandum (Appendix E) that documents the traffic and safety analysis evaluating existing and cumulative conditions for the proposed pedestrian signal on Dry Creek Road between Grove Street and Healdsburg. A new mid-block signalized pedestrian crossing is proposed to the west of the existing rail line. The analysis was conducted to model and evaluate the potential traffic impacts of the proposed pedestrian actuation crossing on intersection delay and queueing for the Grove Street and Healdsburg Avenue intersections on Dry Creek Road. The results of the memorandum are summarized below.

The Healdsburg 2030 General Plan Policy Document establishes the following Level of Service standards for the City:

> *The City shall strive to maintain at least a Level of Service (LOS) D operation during periods of peak traffic flow at critical intersections, and Level of Service C operation at all other times. These standards shall apply only to intersections of an arterial street with either another arterial or a collector street and intersections of two collector streets. LOS F operation shall be acceptable for a stop-controlled approach to a throughstreet provided the higher levels of delay affect 25 or fewer vehicles per hour. Attainment of these levels of service shall be consistent with the financial resources available and the limits of technical feasibility. The following table indicates the standards described above based on the methodologies detailed in the Highway Capacity Manual 2000.*

An impact on intersection operation would be considered significant if:

- The addition of the pedestrian crossing degrades peak period intersection operations at Grove Street & Dry Creek Road or Healdsburg Avenue & Dry Creek Road to LOS E or F with the project; or,
- The LOS without the project is LOS E or F and the addition of the pedestrian crossing would increase the peak period average vehicle delay at the study intersections by 5 seconds or more.

Operations

The study intersections operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours under existing traffic conditions. Under cumulative traffic conditions, the Healdsburg Avenue & Dry Creek Road intersection would operate at LOS F in the PM peak hours in 2040. However, this is independent of the proposed signalized pedestrian crossing and there is no significant impact identified as a result of traffic operations

Queuing

The 95th percentile queue lengths will exceed available storage along the Dry Creek Road segment between Grove Street and Healdsburg Avenue at the following locations in the cumulative condition:

- Grove St & Dry Creek Rd: westbound in the AM and PM peak hours;
- Healdsburg Ave & Dry Creek Rd: eastbound in the AM peak hour and eastbound left in the PM peak hour;
- The proposed pedestrian crossing signal: westbound in the PM peak hour.

However, these queues can be accommodated if queues are allowed to extend past the pedestrian crossing signal for queues resulting from the signals at Grove Street and Healdsburg Avenue. In the case of the pedestrian crossing signal, if the storage length of the Dry Creek Road westbound lane drop east of Healdsburg Avenue is considered as queue storage the westbound queues from the pedestrian signal could be accommodated with no impact on the Healdsburg Avenue signal. This queue impact will depend on driver behavior and lane utilization

Impacts

Queues as a result of the cumulative conditions growth may result in an impact with westbound queues exceeding available storage for the pedestrian crossing during the PM peak hour depending on driver behavior and lane utilization. No significant impact is identified based on the City's LOS standards with the addition of the pedestrian crossing signal at the existing rail crossing. The pedestrian signal is not expected to worsen level of service or add additional delay at either signal in any scenario. The project would result in a less than significant impact.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. The 2006 IS/MND did not discuss potential conflicts with a relevant congestion management program. Currently, the City of Healdsburg does not have a congestion management plan, but adheres to the Sonoma County Transportation Authority Transportation Plan. This plan strives to improve mobility on Sonoma County's streets, highways, transit systems, and bicycle/pedestrian facilities, as well as to reduce transportation-related impacts. As described above, the project would not significantly

increase vehicle travel during the construction and operational phases, and would provide an additional method of movement throughout the City for pedestrians and bicyclists. The pathway could potentially decrease traffic on the existing roadways due to the option of an alternative transportation pathway. Therefore, the project would be consistent with the Sonoma County Transportation Authority Transportation Plan. Impacts would be less than significant.

c) ***Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Impact. The 2006 IS/MND did not discuss potential conflicts in air traffic patterns. The proposed project would add two segments of pathway to the existing Foss Creek Pathway. This addition would not result in a change in air traffic patterns and would have no impact on air traffic levels or safety.

d) ***Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less than Significant Impact with Mitigation Incorporated. The 2006 IS/MND concluded that the proposed project would not result in a substantial increase in hazards due to a design feature as long as the proposed traffic controls were implemented. The proposed project would implement segments of pathway that have been slightly altered compared to the original alignment. Several crossings along higher trafficked roads and railroad crossings would be included along the length of the proposed segments. A new mid-block pedestrian crossing signal on Dry Creek Road between Grove Street and Healdsburg is proposed to the west of the existing rail line. The installation of a signalized pedestrian crossing would allow cyclists and pedestrians the ability to activate a signal stopping vehicular traffic. A pathway crossing island would also be present in the middle of Dry Creek Road to facilitate pedestrian crossing. As noted in Appendix E, traffic queueing would be slightly increased due to project implementation. Increased amounts of vehicles near pedestrians could potentially increase the risk for safety hazards. However, with implementation of mitigation measure TRAFFIC-1 impacts would be less than significant.

Mitigation Measure TRAFFIC-1

The project shall incorporate the following traffic safety measures:

- Interconnecting the pedestrian signal with the Grove and Healdsburg Ave Signals intersections to reduce queueing; and,
- Installing detectors on both sides of the rail/pedestrian crossing in both directs to detect when queues may extend across the rail crossing to trigger the signals to flush queued traffic.

Timing/Implementation: Prior to construction and during operation

Enforcement/Monitoring: City of Healdsburg Public Works Department

e) Would the project result in inadequate emergency access?

No Change from Previously Adopted IS/MND. As previously determined in the 2006 IS/MND, the pathway would create additional access form emergency vehicles where none exists. As this would remain true for the proposed segments, no change from the previously adopted IS/MND would result.

f) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The 2006 IS/MND did not discuss potential conflicts in policies or plans concerning alternative transportation. The proposed project would support alternative modes of transportation to allow pedestrians and bicyclists a safe route along the western expanse of the City of Healdsburg. Therefore, the project would implement a safe environment for alternative modes of transportation. No impact regarding conflicts with policies, plans, or programs supporting alternative transportation would occur.

4.17 Tribal Cultural Resources

XVII. TRIBAL CULTURAL RESOURCES — Would the project:	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒	☐

Environmental Setting

In September 2014, the California Legislature passed Assembly Bill ("AB") 52, which added provisions to the Public Resources Code ("PRC") concerning the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze a project's impacts on "tribal cultural resources," separately from archaeological resources (PRC Section 21074; 21083.09). Under AB 52, "tribal cultural resources" include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either (1) listed, or determined to be eligible for listing, on the state or local register of historic resources; or (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource (PRC Section 21074). AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC Sections 21080.3.1, 21080.3.2, 21082.3). If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss (1) whether the proposed project has a significant impact on an identified tribal cultural resource and (2) whether feasible

alternatives or mitigation measures avoid or substantially less the impact on the identified tribal cultural resource (PRC Section 21082.3(b)). Finally, AB 52 required the Office of Planning and Research to update Appendix G of the CEQA Guidelines by July 1, 2016 to provide sample questions regarding impacts to tribal cultural resources (PRC Section 21083.09). AB 52's provisions apply to projects that have a notice of preparation filed on or after July 1, 2015.

Discussion of Impacts

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. The Native American Heritage Commission in Sacramento was contacted to request a Sacred Sites inventory as established in California Public Resources Code §5097.94(a) and 5097.96. Based upon this request, local tribes were contacted in regard to resources listed on the Sacred Lands Inventory. The Tribal Historic Preservation Officers (THPO) for the Stewarts Point Rancheria Kashia Band of Pomo Indians and the Federated Indians of Graton Rancheria responded and noted the Foss Creek Pathway was outside of their traditional ancestral territory. No additional responses were received. There are no impacts anticipated related to tribal cultural resources from the proposed demolition.

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

See response to 4.17. A)-I.

4.18 Utilities and Service Systems

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

Environmental Setting

Water and Wastewater Service

The City of Healdsburg's Water Department maintains the city water system from production and storage to distribution to the city's water customers. The water is supplied from three well fields: one on Dry Creek with three operational wells and two on the Russian River (Fitch and Gauntlett well fields) with a total of eight operational wells. Distribution system facilities include eight storage tanks serving six separate pressure zones within the distribution system, five pump

stations and the necessary water mains and appurtenances for purveying water within the service area.

The sewage collection, treatment, and disposal facilities that serve the city are owned and operated by the City of Healdsburg. The City's wastewater treatment plant was upgraded to the Advanced Waste Treatment level and is designed for an average daily flow of 1.6 million gallons per day (mgd). The equalization basins and wet-weather treatment capacity together are sized to accommodate a storm event producing wet weather flows of up to 9.3 mgd.

Buildout under the General Plan is anticipated to generate an estimated wastewater flow of .428 mgd within the city. The projected demand includes the increase that could occur in association with the development of housing affordable to lower-income households. When added to the highest historic dry weather flow (0.98 mgd) as the base year, the total sewage average flow would increase to approximately 1.41 mgd, which is less than one percent above the treatment plant's permitted capacity.

Stormwater Drainage

The approximately 1,500-square mile Russian River watershed and drains in Mendocino and Sonoma Counties into the Pacific Ocean. The Russian River and Foss Creek are two important surface water bodies near the City of Healdsburg. Most of the area within the city limits and over half of the Urban Service Area falls within the drainage area of Foss Creek. A portion of the Urban Service Area to the north of the city limits drains to Alexander Valley and the balance of the Urban Service Area drains to the Russian River. The storm water drainage pipes within the City are maintained by the City of Healdsburg's Public Works Department.

Solid Waste

The City contracts its solid waste services Redwood Empire Disposal. Solid waste transfer and disposal facilities are owned by the County and serve the cities and unincorporated portions of the county. These facilities include four transfer stations (Healdsburg, Annapolis, Guerneville, and Sonoma), the Central Disposal Site, and the Sonoma Compost Facility. The County's system is managed by the Sonoma County Waste Management Agency of the Department of Transportation and Public Works. Once collected, solid waste in Healdsburg is hauled to the Healdsburg Transfer Station at 166 Alexander Valley Road, north of the city limits. The Healdsburg Transfer Station serves the unincorporated areas of northern Sonoma County, Cloverdale, Healdsburg, Windsor, and Geyserville. From this transfer station, solid waste is transported to any of four landfills depending on the size of the loads, time of day, and season[29].

[29] Ibid

Discussion of Impacts

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND stated that no wastewater would be generated as a result of the project. Similarly, no wastewater is anticipated to be generated from the proposed project. The project would install two additional segments of pathway to the existing Foss Creek Pathway. Construction of the proposed segments would provide a portable restroom for the construction workers own use, and therefore would not result in any increase in wastewater discharge. Wastewater treatment requirements would not be impacted by project implementation. No change in impact determination would result.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND stated that no wastewater would be generated as a result of the project and therefore no need for additional wastewater facilities would be required. The proposed project would result in temporary construction activities, approximately three (3) months, however a portable restroom would be provided for construction worker and minimal water is anticipated to be required. Therefore, construction activities would not impact water or wastewater treatment facilities or capacity. No water or wastewater would be needed to support the proposed project during operation, as in this phase it would serve as a pedestrian and bicyclist pathway. No new water or wastewater treatment facilities or expansion of existing facilities would be necessary. No impact would occur. This determination is consistent with the previously adopted IS/MND and no change in impact level would be required.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Change from the Previously Adopted IS/MND. As discussed in the 2006 IS/MND, the pathway would require culverts to be installed along the railroad right-of-way and ditches may need to be realigned. Where existing culverts need to be extended under the pathway new storm drain pipes will be installed and will match the existing diameter(s). At locations where we are connecting to an existing culvert pipe, failing sections of existing piping would be replaced if needed. These improvements would be minor; however, some modifications could result in impacts to the downstream Grove Street Detention Basin. This is consistent with the current project's intended impacts. The project could potentially impair the function of the Grove Street Detention Basin if improperly designed and constructed. This facility is owned and used by the City of Healdsburg to control and reduce flooding along Foss Creek downstream of the basin. The proposed pathway segments could potentially result in a modification to the present height of this embankment, affecting the function of the detention basin. The inclusion of mitigation measures would result in a less than significant impact. The proposed segments would be consistent with the previous impact determination of the 2006 IS/MND.

Mitigation Measure ULT-1 (2006 IS/MND MM #12)

The project designer shall work with the City of Healdsburg Public Works Department to design the pathway in the vicinity of the Grove Street Detention Basin in such a way to ensure that the function of the detention basin, including inlet and outlet structures, is not impaired in any way.

Timing/Implementation: At the time construction plans for the pathway in the vicinity of the Grove Street detention basin are prepared for the project.

Monitoring/Enforcement: City Public Works Department

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Change from Previously Adopted IS/MND. As noted in the 2006 IS/MND, the project would not demand a substantial amount of water from the existing supply. The currently proposed project may include a water fountain at the Healdsburg Avenue and Grove Road intersection, but its use would be infrequent and minimal at best and would not create a need for a new or expanded water supply entitlements. No new housing, commercial, or industrial development is proposed that would significantly draw on the available water sources in the area. Therefore, the project would have sufficient water supplies and no impact would occur. This is consistent with the previous impact determination.

e) 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?

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND determined that the project would not create any wastewater, and therefore would not affect capacity of the wastewater treatment provider. The proposed project is also not anticipated to generate any wastewater and similarly would not impact the capacity of the wastewater treatment provider. This is consistent with the previous IS/MND impact determination and no change would result.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Change from Previously Adopted IS/MND. The previously adopted 2006 IS/MND determined that although short-term waste may be generated during the construction phase and a minor amount would be anticipated during operation, with implementation of mitigation this impact would be less than significant. The proposed project would also generate a small amount of solid waste to be disposed of in a County landfill during construction, but would adhere to necessary diversion requirements. During operation, the proposed project is not anticipated to generate a significant amount of solid waste. The amount of solid waste that would require regular disposal in the County landfill would be from pedestrian and bicyclist passers-by. This solid waste would be collected by several trash cans that would be located along the pathway and serviced by the City. A substantial amount of waste is not anticipated to be collected by these receptacles, due to the recreational nature of the project. Therefore, the project would be served by a landfill with adequate capacity to accommodate the minimal disposal needs anticipated to be required by the proposed project and a less than significant impact would result. This is consistent with the previous IS/MND impact determination.

Mitigation Measure ULT-2 (2006 IS/MND MM #13)

The construction contractor shall recycle waste materials during all construction phases of the project, particularly brush and vegetation removed, and any other materials that are prohibited from landfill disposal.

Timing/Implementation: Conditions to be included in approval of improvements plans, with implementation by the construction contractor.

Enforcement/Monitoring: City of Healdsburg Planning and Building Department

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Change from Previously Adopted IS/MND. The 2006 IS/MND stated that the project would be in compliance with all federal, state, and local statutes and regulations related to solid waste. Similarly, the proposed project would also comply with all federal, state, and local statutes and regulations related to solid waste. No impact is anticipated to occur regarding solid waste compliance. This is consistent with the previous IS/MND and therefore no change in impact determination would be necessary.

4.19 Mandatory and Findings of Significance

XIX. MANDATORY FINDINGS OF SIGNIFICANCE		*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*No Change from Previously Adopted IS/MND*
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐	☐
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

Discussion of Impacts

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?

No Change from Previously Adopted IS/MND. As discussed in the preceding environmental checklist, the proposed project would not result in any significant impacts associated with aesthetics, cultural resources, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, and utilities/services systems. Impacts to biological resources would be less than significant with the implementation of Mitigation Measures AIR-1, AIR-2, BIO-1, BIO-2, BIO-3, CULT-1, CULT-2, GEO-1, UTIL-1, and UTIl-2. Because the project area would retain many aspects of its current condition, the proposed project has an insubstantial potential to

degrade the quality of the environment in and around the project site itself. These measures and impact are consistent with the previous IS/MND.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No Change from Previously Adopted IS/MND. The project includes mitigation measures to minimize the temporary impacts of construction activities, and no significant long-term adverse impacts would occur. With implementation of the following Mitigation Measures: AIR-1, AIR-2, BIO-1, BIO-2, BIO-3, CULT-1, CULT-2, GEO-1, TRAFFIC-1, UTIL-1, and UTII-2, the project would result in individually minor impacts and would not contribute substantially to cumulative impacts on any resource, resulting in a less than significant impact.

Section 15130 of the CEQA *Guidelines* requires an evaluation of potential environmental impacts when the project's incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual 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. These impacts can result from a combination of the proposed project together with other projects causing related impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

A significant impact may occur if a project, in conjunction with other related projects in the area of the project, would result in impacts which are less than significant when viewed separately, but would be significant when viewed together. The project includes mitigation measure to minimize temporary impacts of construction activities, and no long-term adverse impacts are anticipated. With these measures, the project would result in individually minor impacts and would not contribute substantially to cumulative impacts in conjunction with the implementation of other projects in the area such as the Oaks at Foss Creek, Dry Creek and Grove Business Center, and the 110 Dry Creek Road Mixed Use projects. This is consistent with the previous IS/MND.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

No Change from Previously Adopted IS/MND. The project, particularly during the construction phase, could result in impacts to human beings. Potential adverse effects would be related to temporary increases in air pollutants during construction, instability due to the geologic setting, and a temporary increase in ambient noise. However, implementation of the Mitigation Measures AIR-1, AIR-2, BIO-1, BIO-2, BIO-3, CULT-1, CULT-2, GEO-1, TRAFFIC-1, UTIL-1, and UTII-2 would ensure these impacts are less than significant. This is consistent with the previous IS/MND.

5.0 REPORT PREPARERS AND PERSONS/ORGANIZATIONS CONSULTED

Lead Agency/Applicant

Larry Zimmer, P.E., Public Works Director
City of Healdsburg Public Works Department
401 Grove Street

CEQA Consultant

WRA, Inc.
2169-G Francisco Boulevard East
San Rafael, CA 94901

Justin Semion, Principal-in-Charge, Principal Aquatic Biologist
Jonathan Hidalgo, AICP, Senior Associate Environmental Planner,
Christina Hirt, Environmental Planner
Haley Cahill, Assistant Environmental Planner

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