Foley Family Community Pavilion

CITY PROJECT FILE# DR2022-03

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LEAD AGENCY:

CITY OF HEALDSBURG
COMMUNITY DEVELOPMENT DEPARTMENT
401 GROVE STREET
HEALDSBURG, CA 95448

PREPARED BY:

METROPOLITAN PLANNING GROUP
499 HUMBOLDT STREET
SANTA ROSA, CA 95404

FEBRUARY 2023

M-GROUP

[PAGE INTENTIONALLY LEFT BLANK]

Foley Family Community Pavilion
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

Project Title:	Foley Family Pavilion
Lead agency name and address:	City of Healdsburg Community Development Department 401 Grove Street Healdsburg, CA 95448
Contact person and phone number:	Joel Galbraith, Senior Planner Phone: (707) 431-3193 Email: jgalbraith@healdsburg.gov
Project Location:	3 North Street Healdsburg, Sonoma County, CA 95448 Assessor's Parcel Numbers: 002-173-002; -003; -021
File Number:	DR2022-03
Project sponsor's name and address:	Mark Themig, Community Services Director City of Healdsburg, Community Services/Parks & Recreation 1557 Healdsburg Avenue Healdsburg, CA 95448 Phone: (707) 431-3116 Email: mthemig@healdsburg.gov
Property Owners:	City of Healdsburg 401 Grove Street Healdsburg, CA 95448 Phone: (707) 431-3116 Email: mthemig@healdsburg.gov
General Plan Designation:	Existing – Downtown Commercial (DC) Proposed – Public and Quasi Public (PQP)
Zoning:	Existing - Downtown Commercial (CD) Proposed – Public (P)
Description of project:	The project proposes to rehabilitate the existing, approximately 13,300 square foot warehouse building to accommodate a community events pavilion which will be used for a variety of community-oriented events. The project also includes paving and striping the existing gravel parking lot to include 42 surface parking spaces, including two accessible spaces. Vehicular access to the site will be provided by an existing driveway that will be reconfigured, and access from the site will be provided by a new driveway at the southeast corner of the parking lot.
Surrounding land uses and setting; briefly describe the project's surroundings:	The project site is in Downtown Healdsburg between Foss Street to the east and Grove Street to the west. Surrounding uses include commercial to the east, Healdsburg City Hall to the west, visitor accommodations to the north, and an open space area and city-owned parking lot to the south. Foss Creek Pathway and the Sonoma Marin Area Rail Transit (SMART) railroad right-of-way are located west of the site, running parallel with Grove Street.

Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements):	NA
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?	Robinson Rancheria Band of Pomo Indians, Pinoleville Pomo Nation, Muwekma Ohlone Indian Tribe of the SF Bay Area, Mishewal-Wappo Tribe of Alexander Valley, Middletown Rancheria, Lytton Rancheria, Kashia Band of Pomo Indians of the Stewards Point Rancheria, Guidiville Indian Rancheria, Federated Indians of Graton Rancheria (FIGR), Cloverdale Rancheria of Pomo Indians, and Dry Creek Rancheria of Pomo Indians were notified on February 17, 2022. No responses requesting consultation were received in response to the notice.

FOLEY FAMILY COMMUNITY PAVILION
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

TABLE OF CONTENTS ..... PAGE #

1. INTRODUCTION 1
1.1. PURPOSE AND INTENT 1
1.2. PUBLIC REVIEW 1
2. PROJECT DESCRIPTION 2
2.1. PROJECT LOCATION AND SETTING 2
2.2. GENERAL PLAN AND ZONING 3
2.3. PROJECT DESCRIPTION 3
3. INCORPORATION BY REFERENCE 19
4. RELEVANT CITY PLANNING DOCUMENTS 19
4.1. CITY OF HEALDSBURG 2030 GENERAL PLAN 19
4.2. CITY OF HEALDSBURG GENERAL PLAN EIR 19
4.3. HEALDSBURG DOWNTOWN STREETSCAPE PLAN 20
4.4. HEALDSBURG CITYWIDE DESIGN GUIDELINES 20
4.5. HEALDSBURG MUNICIPAL CODE 21
4.6. SONOMA CLIMATE MOBILIZATION STRATEGY 21

LIST OF FIGURES

FIGURE 1: REGIONAL LOCATION 9
FIGURE 2: PROJECT VICINITY 11
FIGURE 3: GENERAL PLAN LAND USE (EXISTING AND PROPOSED) 13
FIGURE 4: ZONING DESIGNATIONS (EXISTING AND PROPOSED) 15
FIGURE 5: SITE PLAN 17

LIST OF TABLES

TABLE 1: COMMUNITY AND PRIVATE EVENTS 4

APPENDICES

A. GLOSSY PRIVET HERITAGE TREE REMOVAL REQUEST MEMORANDUM
B. BIOLOGICAL RESOURCES ASSESSMENT
C. HISTORIC RESOURCE EVALUATION
D. BURIED ARCHAEOLOGICAL SITE SENSITIVITY ANALYSIS (CONFIDENTIAL)
E. GEOTECHNICAL INVESTIGATION
F. PHASE I & II ENVIRONMENTAL SITE ASSESSMENT
G. ACOUSTICAL ASSESSMENT
H. TRANSPORTATION ANALYSIS

List of Acronyms

APN	Assessor Parcel Number
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources
CBC	California Building Code
CCR	California Code of Regulations
CSC	Commercial Shopping Center (zoning district)
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CRHR	California Register of Historical Resources
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
FMMP	Farmland Mapping and Monitoring Program
FHSZ	Fire Hazard Severity Zone
GHG	greenhouse gas
HI	hazard index
HRA	Health Risk Assessment
HMBP	Hazardous Material Business Plan
IS/MND	Initial Study/Mitigated Negative Declaration
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
mgd	million gallons per day
MBTA	Migratory Bird Treaty Act
MEI	Maximum Exposed Individual
MMRP	Mitigation Monitoring and Reporting Program
NPDES	National Pollutant Discharge Elimination System
PPV	peak particle velocity
PRC	Public Resources Code
RAFD	Rancho Adobe Fire Protection District
RCPA	Regional Climate Protection Agency
ROG	Reactive Organic Gas
RWQCB	Regional Water Quality Control Board
SCH	State Clearinghouse
SCTA	Sonoma County Transportation Authority
SRA	State Responsibility Area
SRPCS	Santa Rosa Plain Conservation Strategy
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
USACOE	United States Army Corps of Engineers
UGB	Urban Growth Boundary
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
µg/m3	micrograms per cubic meter
VMT	Vehicle Miles Traveled

[PAGE INTENTIONALLY LEFT BLANK]

1. INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA). The analysis herein evaluates environmental impacts of the proposed Foley Family Community Pavilion Project, which includes rehabilitation of an existing approximately 13,300 square foot warehouse building on an approximately 1.05-acre property to accommodate a community events pavilion, modification to the existing gravel parking lot which will be paved and striped to accommodate 42 surface parking spaces, including two accessible spaces, modification to an existing driveway, installation of an additional driveway, and landscaping (hereinafter referred to as the "Project").

1.1. Purpose and Intent

This IS/MND is intended to inform City decision-makers, responsible agencies, interested parties and the general public of the proposed project and its potential environmental effects. This IS/MND is also intended to provide the CEQA-required environmental documentation for all city, local and state approvals or permits that might be required to implement the proposed project.

CEQA Guidelines Section 15063(c) lists the following purposes of an Initial Study:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration.
2. Enable an Applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby possibly enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

The City of Healdsburg, as the lead agency, has conducted an Initial Study to determine the level of environmental review necessary for the proposed project. Consistent with Section 15070(b) of the CEQA Guidelines, the Initial Study identified potentially significant effects, but:

1. Revisions in the Project plans or proposal made by or agreed to by the applicant before a proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect would occur; and
2. There is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment.

Therefore, as the lead agency, the City of Healdsburg has determined that a Mitigated Negative Declaration is the appropriate level of environmental review.

1.2. Public Review

In accordance with CEQA and the state CEQA Guidelines, the IS/MND prepared for the Foley Family Community Pavilion Project will be circulated for a 30-day public review period and distributed to interested

or involved public agencies, organizations, and private individuals for review. In addition, the IS/MND has been made available for general public review online at https://healdsburg.gov/351/Environmental-Documents and at the following location:

City of Healdsburg
Community Development Department
401 Grove Street
Healdsburg, CA 95448
Hours: 7:30 a.m. - 5:00 p.m. Monday - Thursday
8:00 a.m. - 5:00 p.m every other Friday

During the public review period, the public will have an opportunity to provide written comments on the information contained within this IS/MND. The City will use the final IS/MND and all comments and correspondence received within the public comment period for all environmental decisions related to the proposed project.

In reviewing the IS/MND and as articulated in Section 15204(a) of the CEQA Guidelines, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential impacts on the environment from the proposed project, and ways in which the significant effects of the project are proposed to be avoided or mitigated. Pursuant to Section 15204(b) of the CEQA Guidelines, such public agencies and persons should focus on the proposed finding that the project will not have a significant effect on the environment. If public agencies or persons believe that the proposed project may have a significant effect, they should:

3. Identify the specific effect;
4. Explain why they believe the effect would occur; and
5. Explain why they believe the effect would be significant.

Finally, per Section 105204(c), reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments.

Comments on the IS/MND should be submitted in writing to:

Joel Galbraith, Senior Planner
City of Healdsburg Planning & Building Department
401 Grove Street
Healdsburg, CA 95448
Phone: (707) 431-3193
Email: jgalbraith@healdsburg.gov

2. PROJECT DESCRIPTION

2.1. Project Location and Setting

The project site is located east of U.S. 101 in Downtown Healdsburg, Sonoma County, California (**Figure 1: Regional Location**). The 1.05-acre project site is located at 3 North Street and is comprised of three parcels (APN 002-173-002; -003; -021) bounded by existing uses to the north and east, North Street to the south, and the Foss Creek Pathway and Sonoma Marin Area Rail Transit (SMART) right-of-way to the west. The site is situated between Healdsburg Avenue to the east, which serves as a major arterial corridor through the city's

downtown, and Grove Street to the west which provides a north-south connection for areas west of the city's main commercial corridor.

Parcel 002-173-021 is approximately 0.47-acres and contains a 13,300 square foot building, known as the Cerri Brothers Warehouse Building, which was originally constructed in 1922 and used for shipping fresh grapes by rail to cities on the east coast and later for fruit and nut packing and distribution. Parcels 002-173-002 and 002-173-003 are approximately 0.20- and 0.38-acres, respectively, and contain a gravel parking area, trees, and the approximately 4,500 square-foot Wetzel Family Native Plant Garden and Foss Creek riparian corridor which will be retained as part of the project.

Existing vegetation consists of three mature trees within the gravel parking lot, all of which will be removed as part of the project, herbaceous ruderal (weedy) vegetation northeast of the gravel parking area, and native plants and riparian vegetation, including trees, shrubs, and grasses along the eastern portion of the site, which are associated with the Wetzel Family Native Plant Garden and Foss Creek riparian corridor. Vehicular access is provided by an existing driveway along North Street. Surrounding development includes commercial, retail, and office uses along the Healdsburg Avenue corridor to the east, Healdsburg City Hall across Grove Street to the west, visitor accommodations to the north, and Foss Creek Parkway and Lot A, a city-owned parking lot to the south. (**Figure 2: Project Vicinity**).

2.2. General Plan and Zoning

As shown on Figure 3 of the city's General Plan, the project site has a General Plan Land Use designation of Downtown Commercial (DC) which provides for a range of commercial and office uses, such as hotels, retail establishments, restaurants, and personal services as well as public and quasi-public uses when compatible with the overall purpose and character of the DC designation. As part of the proposed project, the site's General Plan Land Use designation will be amended to Public and Quasi Public (PQP), which applies to government-owned facilities, public and private schools, parks, and other quasi-public uses. (**Figure 3: General Plan Land Use (Existing and Proposed)**).

As shown in **Figure 4: Zoning Designations (Existing and Proposed)**, the site is currently zoned Downtown Commercial (CD) which is intended to maximize the efficiency of the city's retail district, facilitate the establishment of assessment districts for provisions of off-street parking facilities, and foster use of vacant buildings by permitting certain conditional uses. As part of the proposed project, the site will be rezoned to Public (P), which implements the PQP General Plan Land Use, and is intended to provide a procedure for the orderly establishment of public and quasi-public facilities, expansion of their operations, or change in the use of lands owned by governmental agencies.

2.3. Project Description

Building Modifications

The project proposes to rehabilitate the existing, approximately 13,300 square foot Cerri Brothers Warehouse Building to accommodate a community and special events pavilion. Modifications to the 1922 warehouse building include reconstruction and rehabilitation of the primary façade, removal of walls along the side elevations, rehabilitation of existing steel trusses, installation of a metal roof with fixed translucent skylight panels, new concrete slab, and a partial new foundation on concrete piers.

Operational Characteristics

The community pavilion will be used for a variety of community events, such as the Healdsburg Farmers' Market, music series and concerts, theatrical performances, seasonal holiday market and ice skating rink, Art

After Dark events, non-profit fundraisers, car shows, and the city's annual Dia de los Muertos festival. The pavilion will also be available for private events, however, these types of events will be subordinate to community events to ensure the community-focused element of the project is prioritized. A general timeline of when community events will take place is presented in Table 1, below.

Based on the varied nature of activities, events are proposed to take place in the following locations on and adjacent to the site:

- Within the covered pavilion area (music series, theatrical performances, non-profit fundraisers, weddings)
- Within the covered pavilion area and surface parking lot (Tuesday Healdsburg Farmers' Market, concerts, holiday market and ice skating, Art After Dark, car shows)
- Within the covered pavilion area, surface parking lot, and on North Street (Saturday Healdsburg Farmers' Market, Die de los Muertos Festival)

All public and private events taking place at the site will be required to obtain a Special Event Permit which requires documentation of road closures, hours of operation, amplified music/sound, and the anticipated number of employees and attendees. Modifications to the city's Municipal Code and Special Events Policy are currently in progress and include removal of opportunities for exclusive use of the Healdsburg Plaza that would restrict use by the general public.

TABLE 1: COMMUNITY AND PRIVATE EVENTS

EVENT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Music Series												
Concerts												
Car Shows												
Weddings												
Theatrical Performances												
Fundraisers												
Saturday Farmers' Market												
Tuesday Farmers' Market												
Art After Dark												
Dia de los Muertos Festival												
Holiday Market												
Ice Skating Rink												

Healdsburg Farmers Market

The Healdsburg Certified Farmers' Market includes both the Tuesday and Saturday Market. As part of the proposed project, the Tuesday Market may be relocated from Healdsburg Plaza to the project site. As shown in Table 1, the Tuesday Market operates from mid-May to the end of October (approximately 6 months) from 9:00 am to 1:30 pm and includes approximately 20 vendors and 500 attendees. At its current location, the Tuesday Market requires one-way street closures on Plaza Street and Center Street and use of 25 public parking spaces by market vendors. Under the proposed project, the Tuesday Market would utilize the covered pavilion area and surface parking lot and no street closures or use of public parking spaces will be required.

The project also proposes to relocate the Saturday Market from the city-owned parking lot (Lot A), located south of the site, to the project site. The Saturday Market operates from mid-April to mid-December from 7:00 am to 1:30 pm and includes approximately 46 vendors and 1,000 attendees. At its current location, the Saturday Market does not require street closures and occupies approximately 70 parking spaces within the

city-owned lot. Under the proposed project, the Saturday Market will require closure of North Street between Grove Street and Foss Street, controlled by removable bollards and will include 20 vendors on North Street, 28 vendors within the surface parking area, and 17 vendors within the covered pavilion area.

Community and Private Events

Community and private events will occur throughout the year and include recurring and individual events that will utilize the covered pavilion area and surface parking lot. A general timeline of events is provided in Table 1. Year-round events include music series, concerts, car shows, and weddings. Seasonal events include the Dia de los Muertos Festival, holiday market, and ice skating. Events occurring from spring to summer include local theatrical performances and non-profit fundraisers, and summer events include the city's Art After Dark events. As noted above, a Special Event Permit detailing any proposed road closures, hours of operation, amplified music/sound, and the anticipated number of employees and attendees will be required for all events occurring at the project site in accordance with City Municipal Code Section 12.24.02.

Access and Parking

As shown in **Figure 5: Site Plan,** the project includes paving and striping the existing gravel parking lot with pervious concrete (drive aisles) and permeable pavers (parking spaces) to accommodate 42 surface parking spaces, inclusive of two accessible spaces. Access into the site will be provided by an existing driveway along North Street, which will be reconfigured as part of the project, and access from the site will be provided by a new driveway located at the southeast portion of the parking lot, allowing for egress onto North Street. Vehicular circulation through the site will be provided via a one-way U-shaped drive aisle which is 24 feet wide (adjacent to the building) and tapers to 13-feet along the Wetzel Garden boundary.

Pedestrian and bicycle access to the site will be provided by existing sidewalks along North Street, adjacent roadways, and the Foss Creek Class I separated pathway, located west of the site. Eleven bicycle racks accommodating two bicycles each for a total of 22 bicycle parking spaces will be installed adjacent to the existing building (6 racks), and along the North Street frontage between the two project driveways (5 racks).

Landscaping and Lighting

Three existing trees, two of which meet the city's definition of a Heritage Tree[1], will be removed to accommodate the proposed project. Landscaping includes installation of 11 London Plane trees, including 6 along the project frontage and 5 within the surface parking lot, and seven street trees of the same species. In addition to proposed trees, the project also includes installation of variegate dwarf matt rush throughout the parking area, along the North Street frontage, and adjacent to the existing building as well as a bioretention facility west of the building to retain and treat runoff from the building's roof prior to discharge into the City's stormwater system. As previously stated, the project will retain the existing, approximately 4,500 square-foot Wetzel Family Native Plant Garden, located along the eastern portion of the site adjacent to Foss Creek. Other landscape amenities include installation of four picnic tables adjacent to the building's front façade.

Proposed lighting includes pole mounted fixtures within the parking area and along North Street, wall mounted fixtures on the east and west sides of the building, and catenary light fixtures hung on a steel cable within the parking area and inside the covered pavilion area.

1 Healdsburg Municipal Code, Title 20 Land Use Code, Ch. 20.24 Environmental and Historic Resources Protection, Section 20.24.045 Definitions. Heritage Tree. Any tree that has a diameter of 30 inches or more, measured two feet above the level ground.

Frontage/Offsite Improvements

Frontage improvements include relocation/modification of the existing driveway, installation of a new driveway at the southeast corner of the parking lot, new sidewalks, bike racks, relocation of an existing power pole, installation of street trees and pole lights along the North Street frontage, and new curb/gutter and sidewalk along the North Street frontage.

Site Preparation and Construction

Construction associated with the proposed project will be minimal and is anticipated to occur over a 12 -14 month period in a single construction phase. Activities will include site preparation to clear and grade the gravel parking area to achieve level topography, removal, and off-haul of materials such as vegetation, concrete, gravel, and building materials to be removed and replaced as part of the proposed rehabilitation. Following completion of site preparation and grading activities, the existing building foundation will be upgraded to meet current applicable codes, as recommended by the project's geotechnical and structural engineer. Utilities, storm drains, bioretention features, and other infrastructure will be installed and connected to the city's existing systems; landscaping and lighting will also be installed on the project site and along the site's North Street frontage, as described previously.

Equipment anticipated to be used for construction of the project includes material haulers, excavators, pavers, manual and pneumatic tools. A variety of trucks including cement mixers, haul trucks, and water trucks will also be required. Construction staging will occur within the boundaries of the project site.

Required Discretionary Actions

The project requires the following discretionary entitlements from the City of Healdsburg:

- **General Plan Amendment** to redesignate the site to Public and Quasi Public
- **Zoning Amendment** to redesignate the site to Public
- **Lot Line Adjustment/Merger** to merge lots 002-173-002, -003, and -021 into one contiguous parcel
- **Design Review** to modify the façade of a non-residential structure
- **Conditional Use Permit** to establish a public building with a floor area ratio greater than 0.15
- **Variance** to encroach within the 35-foot riparian setback
- **Heritage Tree Removal** to remove two existing heritage trees

Other Public Agency Review

The project does not require approvals from regulatory agencies outside the City of Healdsburg.

California Native American Tribal Consultation

In accordance with AB 52 (PRC Section 21084.2), lead agencies are required to initiate consultation with a tribe with traditional and/or cultural affiliations in the geographic area where a subject project is located if a project may cause a substantial adverse change in the significance of a tribal cultural resource. Should the tribe respond requesting formal consultation, the lead agency must work with the tribe or representative thereof to identify potential impacts and develop avoidance or mitigation measures to reduce potential impacts on tribal cultural resources. In addition, SB 18 (GC Section 65352.3) requires lead agencies to contact and consult with California Native American tribes prior to amending or adopting any general plan, specific plan, or designating land as open space. In accordance with AB 52 and SB 18, notification of the proposed project was mailed to the following local tribes on February 17, 2022:

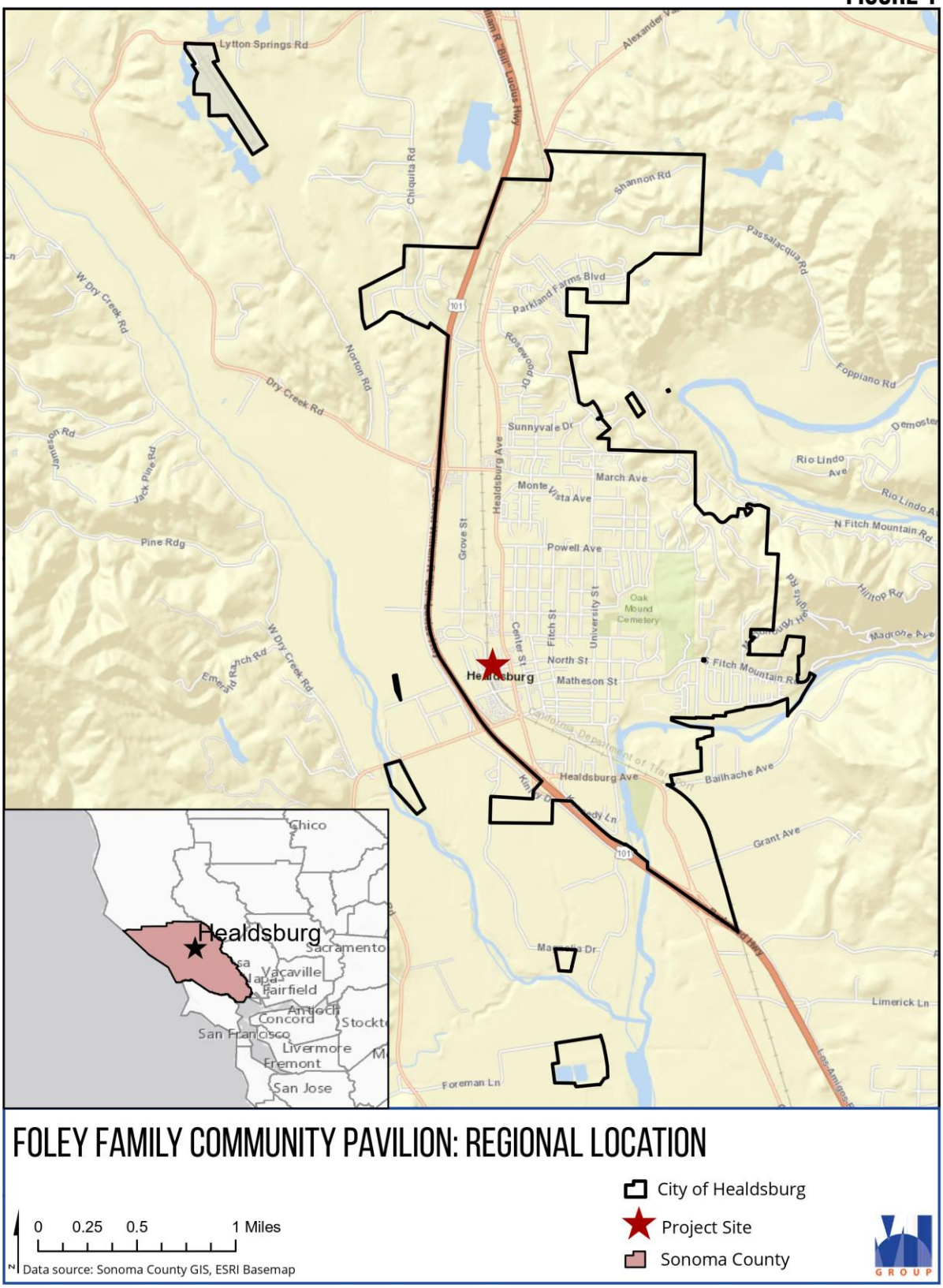
- Robinson Rancheria Band of Pomo Indians

- Pinoleville Pomo Nation
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- Mishewal-Wappo Tribe of Alexander Valley
- Middletown Rancheria
- Lytton Rancheria
- Kashia Band of Pomo Indians of the Stewards Point Rancheria
- Guidiville Indian Rancheria
- Federated Indians of Graton Rancheria (FIGR)
- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria of Pomo Indians

No responses requesting consultation were received in response to the notice.

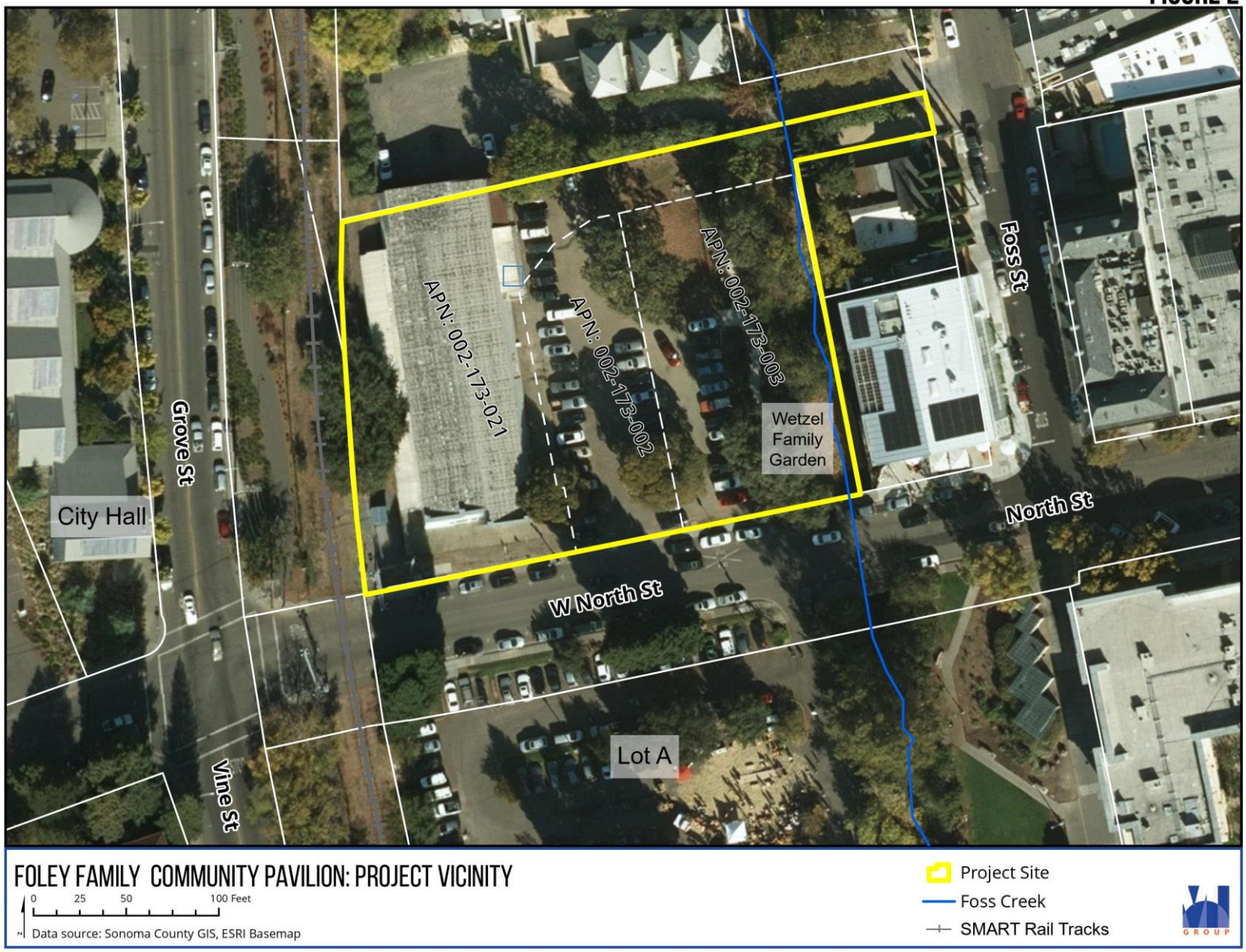
[PAGE INTENTIONALLY LEFT BLANK]

FIGURE 1


Lytton Springs Rd
Chiquita Rd
Shannon Rd
Passalacqua Rd
Parkland Farms Blvd
W Dry Creek Rd
Norton Rd
Dry Creek Rd
Rosewood Dr
Foppiano Rd
Sunnyvale Dr
Healdsburg Ave
Rio Lindo Ave
March Ave
Monte Vista Ave
N Fitch Mountain Rd
Jack Pine Rd
Pine Rdg
Grove St
Powell Ave
Oak Mound Cemetery
University St
Fitch St
Center St
North St
Matheson St
Healdsburg
Hilltop Rd
Madrone Ave
Emerald Ranch Rd
Bailhache Ave
Grant Ave
Limerick Ln
Foreman Ln
Chico
Sacramento
Vacaville
Fairfield
Antioch
Concord
San Francisco
Livermore
Fremont
San Jose
Healdsburg
FOLEY FAMILY COMMUNITY PAVILION: REGIONAL LOCATION
City of Healdsburg
Project Site
Sonoma County
0 0.25 0.5 1 Miles
N
Data source: Sonoma County GIS, ESRI Basemap
GROUP

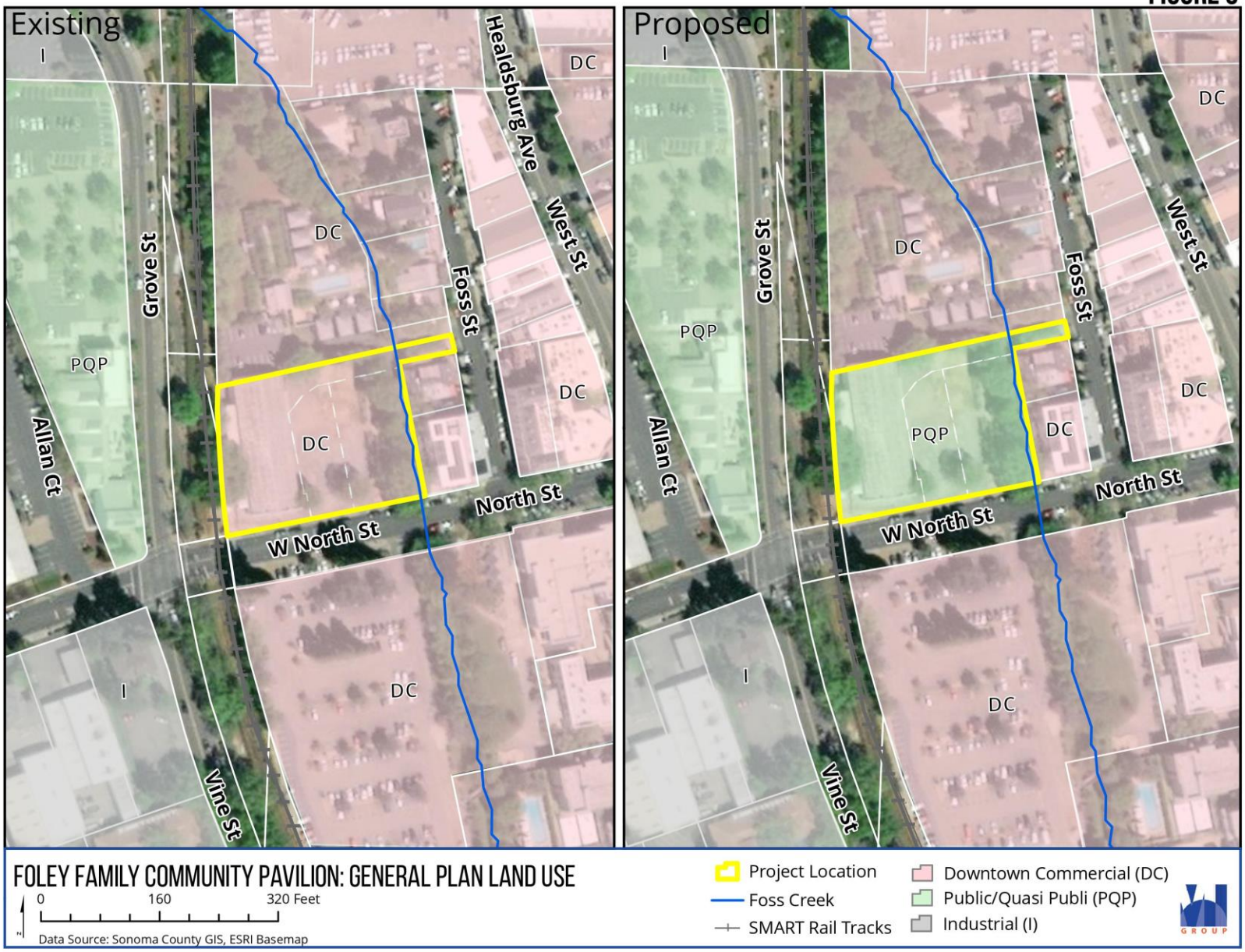
[PAGE INTENTIONALLY LEFT BLANK]

FIGURE 2


APN: 002-173-021
APN: 002-173-002
APN: 002-173-003
Wetzel Family Garden
Grove St
City Hall
Foss St
North St
W North St
Lot A
Vine St
FOLEY FAMILY COMMUNITY PAVILION: PROJECT VICINITY
0 25 50 100 Feet
Data source: Sonoma County GIS, ESRI Basemap
Project Site
Foss Creek
SMART Rail Tracks

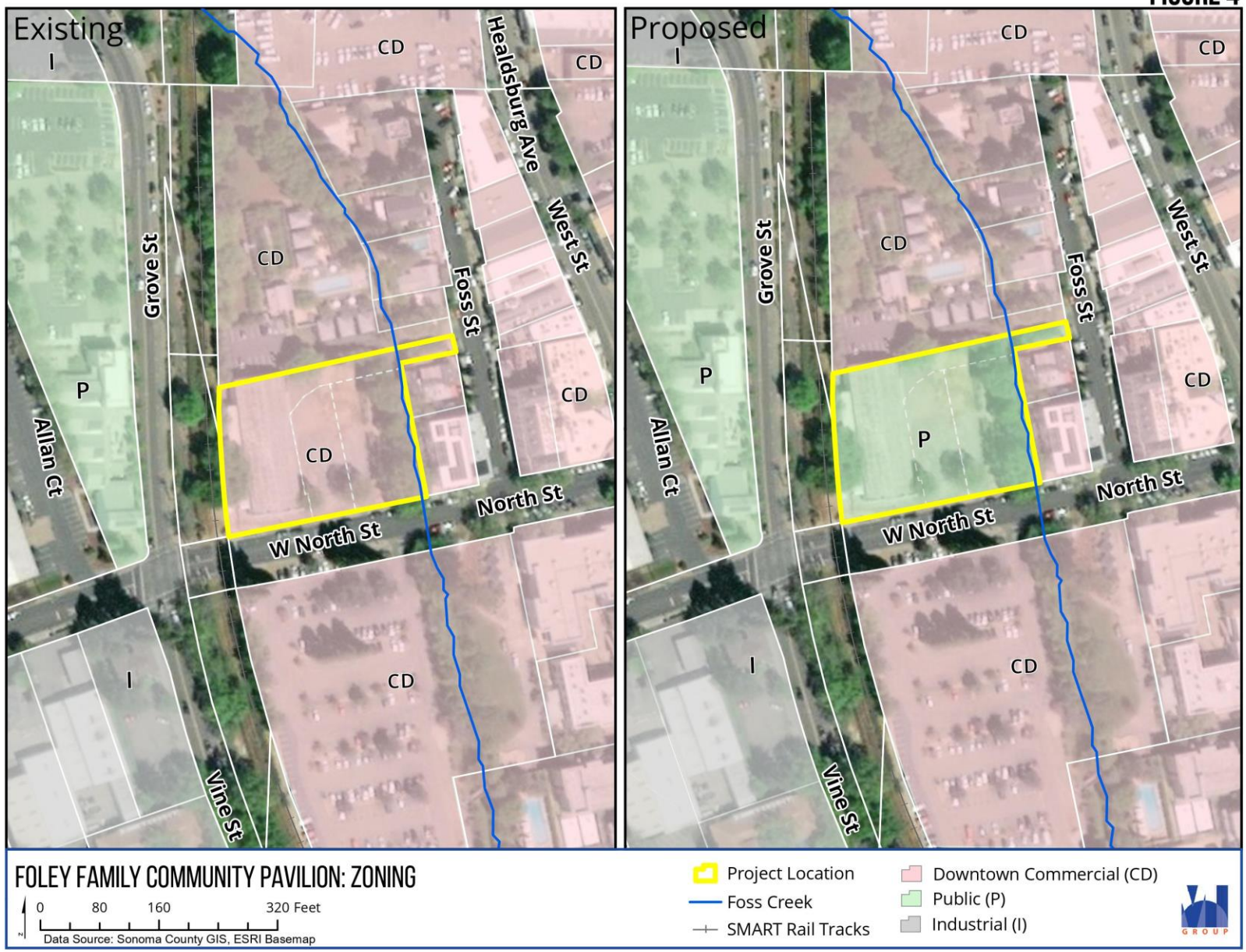
[PAGE INTENTIONALLY LEFT BLANK]

FIGURE 3


Existing
Proposed
I
DC
PQP
Grove St
Healdsburg Ave
West St
Foss St
Allan Ct
North St
W North St
Vine St
FOLEY FAMILY COMMUNITY PAVILION: GENERAL PLAN LAND USE
0
160
320 Feet
Data Source: Sonoma County GIS, ESRI Basemap
Project Location
Foss Creek
SMART Rail Tracks
Downtown Commercial (DC)
Public/Quasi Publi (PQP)
Industrial (I)

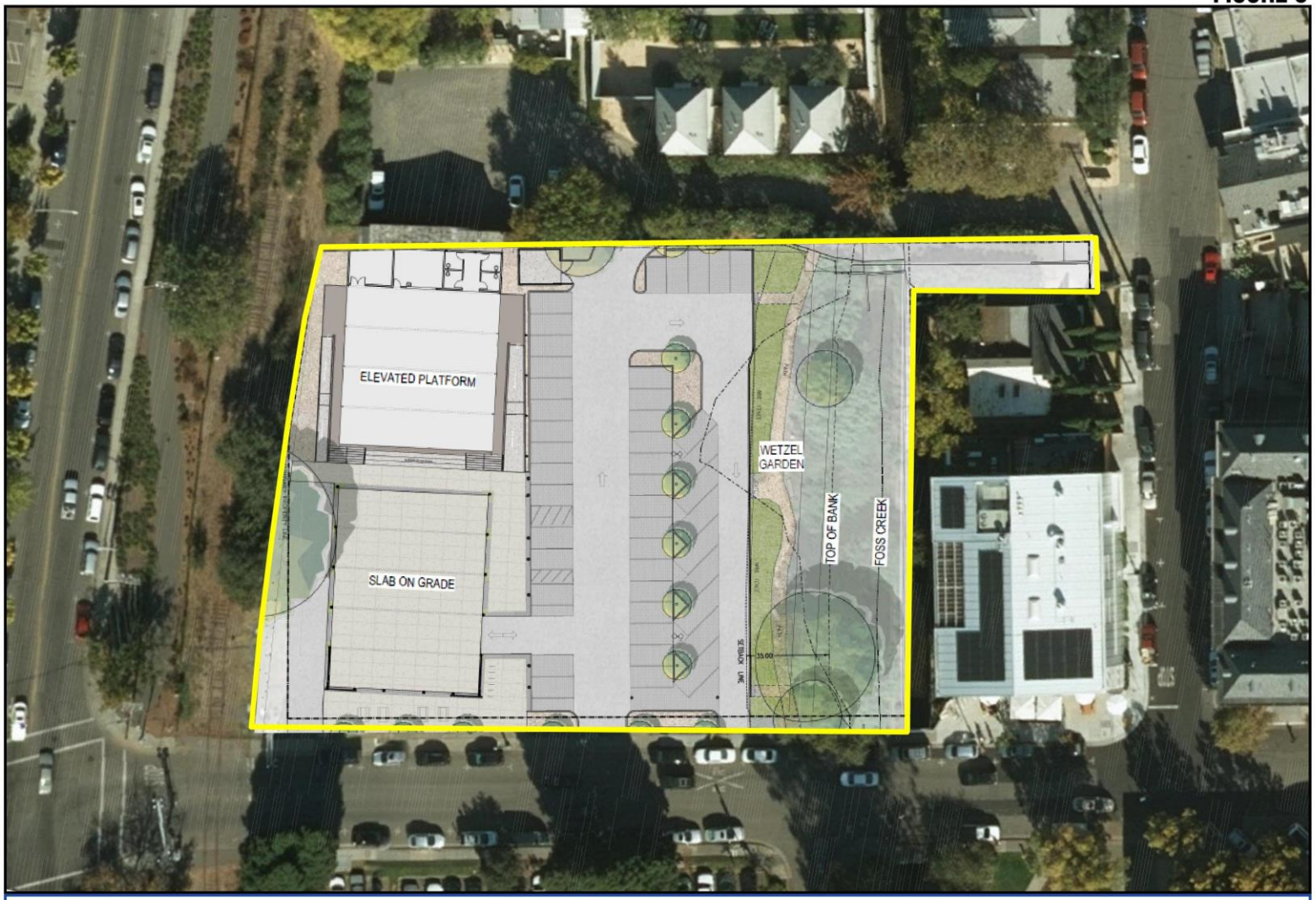
[PAGE INTENTIONALLY LEFT BLANK]

FIGURE 4


Existing
Proposed
CD
I
P
Grove St
Healdsburg Ave
West St
Foss St
Allan Ct
North St
W North St
Vine St
FOLEY FAMILY COMMUNITY PAVILION: ZONING
0 80 160 320 Feet
Data Source: Sonoma County GIS, ESRI Basemap
Project Location
Foss Creek
SMART Rail Tracks
Downtown Commercial (CD)
Public (P)
Industrial (I)

[PAGE INTENTIONALLY LEFT BLANK]

FIGURE 5



FOLEY FAMILY COMMUNITY PAVILION: SITE PLAN

[PAGE INTENTIONALLY LEFT BLANK]

3. INCORPORATION BY REFERENCE

Section 15150 of the CEQA Guidelines encourages incorporation by reference of previous environmental documents that are readily available to the public to eliminate the need for inclusion and repetition of copious technical and other background information that is available in other public documents. This document incorporates by reference the City of Healdsburg 2030 General Plan EIR, as if it were published herein and describes all other planning documents and regulations applicable to the proposed project. Relevant information and/or analyses from the General Plan EIR that have been incorporated by reference into this IS/MND are summarized in Section 7 of this document.

4. RELEVANT CITY PLANNING DOCUMENTS

This section includes a description of the relevant planning documents and regulations applicable to the proposed project.

4.1. City of Healdsburg 2030 General Plan

The Healdsburg General Plan 2030 addresses issues related to physical development, economic development, transportation, public services, community design, historic and cultural resources, safety, and natural resources in the Planning Area. The Healdsburg General Plan 2030 was adopted by City Council on July 6, 2009 (Resolution No. 108-2009).

The City of Healdsburg General Plan 2030 defines eight Guiding Principles to provide direction for the goals, policies, and implementation measures contained in the General Plan. These Guiding Principles are intended to promote development that preserves, protects, and enhances Healdsburg's small-town character and quality of life while promoting economic development and community services that take advantage of the city's location and natural resources. The eight Guiding Principles contained in the General Plan include:

- Maintain Healdsburg's role within the region
- Promote city-centered growth
- Protect the city's scenic hillsides and ridgelines
- Respect the city's past and its roots
- Protect neighborhood character
- Protect and enhance the downtown and its plaza
- Enhance gateways and strengthen primary corridors
- Embrace the city's waterways

4.2. City of Healdsburg General Plan EIR

The Draft EIR for the Healdsburg General Plan 2030 (SCH No. 2007082030) was prepared and circulated for public review in February 2008. During preparation of the General Plan and General Plan EIR, the City prepared and certified an EIR for the Saggio Hills project (SCH No. 2003062025) which included development of 258 acres with a 130 room resort hotel, 70 resort residences, a community park, a fire substation, and land dedicated to the City of Healdsburg for construction of up to 150 affordable housing units. Since the General Plan EIR analyzed development for the Saggio Hills project site that would have been allowed by the land use designations in effect at that time (e.g. 574 single-family dwelling units), a Revised Draft EIR was prepared in January 2009 to reflect the difference in General Plan buildout as a result of the Saggio Hills project, the amendment to the General Plan Land Use Map, and the environmental analysis included in the certified Saggio Hills EIR. The Final General Plan EIR was certified by the Healdsburg City Council on July 6, 2009

(Resolution No. 107-2009) and includes corrections and clarifications made to the Revised Draft EIR as well as responses to comments received on the Revised Draft EIR, collectively referred to as the General Plan EIR.

The General Plan EIR reviewed all environmental impacts and effects, identified potentially significant environmental impacts, and developed measures and policies to mitigate impacts. Nonetheless, significant and unavoidable impacts were determined to occur as a result of implementation of the Healdsburg 2030 General Plan. Therefore, the City adopted a statement of overriding considerations, which balances the merits of implementing the General Plan despite the potential environmental impacts. Impacts identified as significant and unavoidable in the Healdsburg General Plan 2030 EIR include those related to aesthetics, air quality, noise, and traffic, as follows:

- **Impact IV.B-4:** The proposed project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.
- **Impact IV.D-6:** Buildout under the General Plan would result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change.
- **Impact IV.L-3:** The proposed project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- **Impact IV.O-1:** The proposed project would result in unacceptable operating conditions in the short-term at one of the study intersections, resulting in a significant and unavoidable impact in the long term if planned improvements are not allowed by Caltrans.

Tiering – Healdsburg 2030 General Plan EIR

As presented in Section 15152(b), CEQA discourages "repetitive discussions of the same issues" and allows limiting discussion of impacts of a later project that is consistent with a prior plan to those which were not examined as significant effects in a prior EIR or to those significant impacts that could be reduced by revisions in the later project either through project design or imposition of conditions. CEQA recognizes that no additional benefit to the environment or public would be served by preparing an EIR merely to restate the analysis and the significant and unavoidable effects found to remain after adoption of all General Plan policies and mitigation measures. General Plan policies adopted as mitigation that are relevant to the proposed project are discussed and analyzed herein.

This environmental document tiers from the Healdsburg 2030 General Plan EIR (SCH No. 2007082030), which was certified on July 6, 2009. A copy of the General Plan EIR is available for public review at the Planning & Building Department, 401 Grove Street Healdsburg CA, 95448, during normal business hours and online at ci.healdsburg.ca.us/355/General-Plan-Environmental-Impact-Report.

4.3. Healdsburg Downtown Streetscape Plan

The Healdsburg Downtown Streetscape Plan, adopted in September 1989 applies to the city's downtown and is generally bounded by Piper Street to the north, Mill Street to the south, East Street to the east, and Vine Street to the west. The Plan is intended to improve the visual image of downtown by providing streetscape amenities such as paving, trees, and streetlights, enhance the market image of downtown by providing a unified character, and improving functional aspects of the city's downtown, such as parking, vehicular and pedestrian circulation, lighting, signage, and landscaping.

4.4. Healdsburg Citywide Design Guidelines

The Healdsburg Citywide Design Guidelines, adopted by City Council on February 20, 2018, is intended to promote development consistent with Healdsburg's design traditions including respect for the natural environment and sustainability, support and implement the Healdsburg 2030 General Plan, provide

neighborhood-specific design considerations, and provide predictability to the design review process. Overarching design principles set forth in the Guidelines include:

- Achieve design excellence
- Enhance the public realm
- Maintain Healdsburg's small-town character
- Design for compatibility and respond to context
- Encourage creativity
- Maximize connectivity within a project
- Support a walkable and bikeable Healdsburg
- Promote preservation and adaptive reuse of Healdsburg's historic resources
- Enhance the built environment's relationship with Healdsburg's natural resources
- Design for sustainability
- Be mindful of development constraints

The project site is within Character Area 5, Downtown Core which includes the historic center and current central business district, and is comprised of restaurants, stores, hotels, galleries, tasting rooms and many other types of uses. Key site design elements in Character Area 5 include building placement, orientation, entry connection, façade composition, roof form, materials, and scale. In addition to Character Area 5 specific guidelines, the Citywide Design Guidelines also provide direction for project's proposing adaptive reuse of historic buildings, such as the proposed project.

4.5. Healdsburg Municipal Code

The Healdsburg Municipal Code implements the goals and policies of the Healdsburg General Plan by classifying and regulating the uses of land and structures within the city. In addition, the Zoning Code establishes regulations to protect and promote the public health, safety, and general welfare of residents, and preserve and enhance the aesthetic quality of the city. Section 12, Chapter 12.24 (Special Events) is particularly relevant to the proposed project as use of the site will be as a community facility for a variety of special events subject to compliance with this chapter of the Municipal Code.

4.6. Sonoma Climate Mobilization Strategy

On March 8, 2021, the Regional Climate Protection Authority (RCPA) Board of Directors, comprised of twelve members from the Sonoma County Board of Supervisors, and Council Members from Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, and Windsor, adopted the Sonoma Climate Mobilization Strategy. The Strategy was prepared in response to the Climate Emergency Resolution adopted by RCPA in 2019 and is intended to mobilize an emergency response equal to the scale of the current climate crisis. The Climate Mobilization Strategy builds upon the Climate Action 2020 and Beyond plan and sets a goal of achieving climate neutrality by 2030. Strategies identified to achieve carbon neutrality by 2030 are grouped into four categories including decarbonization, carbon sequestration and ecosystem services, resilience and adaptation, and equity and community engagement.

5. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

Aesthetics	☐	Greenhouse Gases	☐	Public Services	☐
Agricultural & Forestry	☐	Hazards & Hazardous Materials	☒	Recreation	☐
Air Quality	☒	Hydrology / Water Quality	☐	Transportation	☒
Biological Resources	☒	Land Use / Planning	☐	Tribal Cultural Resources	☒
Cultural Resources	☒	Mineral Resources	☐	Utilities / Service Systems	☐
Energy	☐	Noise	☒	Wildfire	☐
Geology / Soils	☒	Population / Housing	☐	Mandatory Findings of Significance	☒

The CEQA Initial Study (IS) Checklist and written explanations are provided in Section 7 of this document. The IS Checklist and narrative indicate the level of significance of the potential environmental effects of the proposed project upon each of the noted environmental resources.

6. DETERMINATION

(TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment. A **NEGATIVE DECLARATION** will be prepared.	
I find that although the proposed 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.	**X**
I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	
I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed 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.	

Scott M. Duiven February 8, 2023

Signature: Scott Duiven, Community Development Director **Date**

7. EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment

7.1. Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality)?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources: Healdsburg General Plan 2030; General Plan EIR; Citywide Design Guidelines; California Scenic Highway Mapping System, https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a, accessed July 28, 2022.

Existing Aesthetics Setting:

The subject property is located in Downtown Healdsburg and is currently developed with an approximately 13,300 square foot warehouse building and gravel parking area on three parcels owned by the City of Healdsburg. A 4,500 square foot portion of the site on the eastern side includes Foss Creek and the Wetzel Family Native Plant Garden. Mature trees on site include individual and clusters of oak located at the perimeters of the site, on the west, north, and eastern property boundaries, and glossy privet trees located at the front of the building and within the gravel parking area.

The Healdsburg 2030 General Plan policy NR-C-7 designates several scenic roads within the City including U.S. Highway 101, portions of Healdsburg Avenue north of Grove Street and south of the Russian River Bridge, and North and South Fitch Mountain Road, as shown in Figure 9 of the General Plan. The project site is located approximately 0.5 miles east of Highway 101 and 0.75 miles west of South Fitch Mountain Road, both of which are designated scenic roads. General Plan Policy NR-C-5 designates major scenic ridgelines and highly visible

hillsides within the City in Figure 8 and requires that they be protected from visually obtrusive development. Fitch Mountain is the nearest major scenic ridgeline to the project site, located approximately 0.5 miles northeast. Policies in the General Plan seek to preserve and enhance scenic roads throughout Healdsburg in rural areas, including within proximity of the project site. No roads within the Healdsburg Planning Area are officially designated as scenic highways by Caltrans.

Scenic resources visible from the project site are limited due to the site's location, relatively flat topography, and the presence of existing commercial and industrial development surrounding the project site. Views from the site are primarily of parking lots across the street, railroad corridor, Foss Creek corridor and Foss Creek Parkway, commercial buildings, and the intersection at Grove Street and North Street. Views of Fitch Mountain are visible from North Street adjacent to the project site, but are partially obscured by existing development, mature trees, and other vegetation present within the area.

The 1922 building is listed in the City of Healdsburg Cultural Resource Inventory (1982) as a locally important historical resource and was determined to be eligible for listing on the California Register of Historic Resources (CRHR) under Criterion 1 due to its association with the fruit and nut packing industry of Healdsburg. Pursuant to Healdsburg Municipal Code Section 20.28.105 the project is subject to Major Design Review and will be evaluated according to the Citywide Design Guidelines. The General Plan establishes several goals and policies that protect visual resources within the City. Goal CD-A encourages preservation and enhancement of the most desirable qualities of Healdsburg's built environment, to which the existing building contributes. Policies CD-A-1 and CD-A-5 encourage design that is in scale with surrounding development and consistent with design guidelines. The General Plan also seeks to preserve and enhance the downtown area through Goal CD-B in order to protect its critical role in the community, policy CD-B-3.

Three glossy privet (*Ligustrum lucidum*) trees are proposed for removal, two of which qualify as heritage trees based on their size and as such require a tree removal permit pursuant to HMC 20.24. The project is within the Downtown Streetscape Plan area, which provides a list of desirable trees including Raywood Ash, Shamel Ash, Sycamore (equivalent to proposed London Plane Tree), Red Maple, and Bradford Pears. These species' desirability is based on their upright form, fall color, and lack of low branches, which are characteristics that the Glossy Privet does not possess.

Aesthetics Impact Discussion:

7.1(a) (Effect a Scenic Resource or Vista) Less Than Significant Impact: The Healdsburg 2030 General Plan EIR identifies views of Fitch Mountain and the Russian River as significant visual resources with notable viewpoints visible throughout the City of Healdsburg including from river-fronting areas. General Plan policies require the identification, preservation, and enhancement of scenic roads throughout the City, and includes several policies intended to preserve and enhance the scenic character and aesthetic value of surrounding views from designated scenic roads, the nearest of which include Highway 101 and South Fitch Mountain Road, which are located 0.5 and 1-mile from the project site, respectively. Views of scenic resources in the project area are limited due to intervening vegetation, the height of surrounding development, and the site's relatively flat topography which does not afford views over adjacent buildings and trees. On parcels zoned CD, the minimum lot size is 10,000 square feet, there are no setback requirements, and the maximum building height is 50 feet. The existing building conforms with all provisions of the CD zoning designation including lot size, setbacks, and building heights for the zoning district in which it is currently located. As proposed, the project will amend the General Plan land use designation and zoning designation of the site Public and Quasi-Public and Public, respectively. The Public zoning designation does not impose minimum size, setback requirements, or maximum building heights with which the existing building or the remodeled building will conflict. The existing building footprint will not be expanded such that an obstruction of scenic resources or vistas will occur. Furthermore, landscaping introduced by the project will be consistent with surrounding

developed and undeveloped areas and will not obscure views or screen scenic resources or vistas. Based on the limited physical changes proposed by the project and the existing developed nature of the site and surrounding area, the proposed project will not have a substantial adverse effect on scenic vistas or resources and impacts will be less than significant.

7.1(b) (Scenic Resources from Designated Scenic Highway) No Impact: Highway 101 is the closest highway to the project site and is located approximately half a mile west. Within the City of Healdsburg, Highway 101 is not a designated scenic highway, nor is it considered eligible to be officially designated. Therefore, the project will have no impact due to changes in view of scenic resources from a designated scenic highway.

7.1(c) (Degrade Visual Character or Conflict with Scenic Quality) Less Than Significant Impact: The project proposes to renovate the existing industrial building into a community pavilion for the Healdsburg Certified Farmer's Market, public, and private events, will pave the existing gravel parking lot, and will install lighting, landscaping, and other site amenities.

The project will preserve mature trees associated with the Foss Creek riparian corridor and the existing native plant garden adjacent to Foss Creek. As detailed in the memorandum prepared by MacNair & Associates Consulting Arborists for the Tree Removal Request (**Appendix A**) and the Landscape Planting Plan (Sheet L2.1), three non-native, glossy privet trees will be removed and seven existing mature trees, oak and redwood, on the periphery of the site will be protected. Thirteen London plane trees will be introduced to the site as shade trees in the parking area and street trees along the North Street frontage. In addition, drought-tolerant bunch grasses will be introduced as landscaping adjacent to the parking area. This pattern of planting is consistent with the spacing and tree species selection recommended by the Downtown Streetscape Plan and with nearby parking lot treatments. Proposed building colors will be similar to the existing colors of the building and will introduce other neutral tones that blend in with surrounding trees and natural vegetation.

The aesthetic and visual resources of the downtown Healdsburg area are considerable and are described in the General Plan EIR as centered around the Healdsburg Plaza and Healdsburg Avenue. Aesthetic qualities of the downtown area include large, mature trees, buildings with historic character, small shops, and the pedestrian scale environment. The project site is located between Grove Street and Healdsburg Plaza and is two blocks north of the Plaza at the center of the downtown area. The adjacent portion of North Street is lined with small stands of mature redwood and other native and non-native mature trees.

The design of the proposed project will be evaluated by the Planning Commission for consistency with the Citywide Design Guidelines. The project fulfills many of the overarching design principles outlined in that document including respecting the historic design character of the building and maintaining the false-front feature. The site is part of the Healdsburg Plaza Character Area for which key design objectives for future development are provided in the Design Guidelines. The project is not constructing a new building but includes design elements that are characteristic of this area such as a transparent façade composition that opens the side of the building up for foot traffic, preservation of the historic false-front façade (Guideline 8.1), and maintenance existing materials such as metal cladding (Guideline 8.34).

The project proposes adaptive reuse of an existing historic resource as it will repurpose an industrial building that contributes to the important history of the City's agricultural economy as a public space that will be used to host the current farmer's market and other public and private events. The proposed use is compatible with the historic character and use of the building and will require minimal changes to the character-defining façade features (Guidelines 8.57 and 8.58). By preserving the existing building façade, the project will maintain the character of North Street and the downtown area, while inviting use into an otherwise derelict site. The expansion of public facilities close to the downtown pedestrian environment supports the expansion of opportunities for walking and biking in Healdsburg and bicycle racks will be located at the front of the site

where they will be visible (Guideline 7.27). The project will enhance the City's tree canopy by planting London plane trees in the parking lot and along the project frontage (Guideline 7.36).

As proposed, the project does not conflict with the established character of downtown Healdsburg. Modifications proposed by the project will increase pedestrian and public use at the site, increase shade and tree coverage, and overall will maintain the existing character of the site. The proposed project will result in minor alterations to the site, however, as a project proposing rehabilitation of an existing historic building, it will not substantially degrade the visual character of the neighborhood. Rather, the project as proposed, will introduce a public facility and will improve the existing visual character of the site and adjacent street frontage. Therefore, the project will have a less than significant impact to the existing visual character and quality of the site and its surroundings.

7.1(d) (Light and Glare) Less Than Significant Impact: The project site is bounded to the west by the existing rail line, to the east by Foss Creek and commercial uses, to the south by North Street, and to the north by the Duchamp Hotel. Existing lighting in the vicinity of the project site includes street lighting along North Street, pole lights within the parking lot across North Street, and lighting associated with adjacent uses. Lighting installed in conjunction with the proposed project will result in an increase of artificial light onsite relative to existing conditions. Proposed lighting includes pole mounted fixtures within the parking area and along North Street, wall mounted fixtures on the east and west sides of the building, and catenary light fixtures hung on a steel cable within the parking area and inside the covered pavilion area. As proposed, lighting will be downward cast and screened by street, parking lot, and existing mature trees at the northern and eastern peripheries of the site. Proposed lighting is required to conform to Healdsburg Municipal Code Section 20.16.165.E, which specifies lighting shall be arranged so as to reflect downward and away from the night sky, adjoining properties, and rights-of-way. Furthermore, Policy CD-A-11 of the General Plan requires that landscaping be used in developments to minimize glare and screen lighting. As such, installation of lighting at the project site will result in a minor increase in nighttime lighting relative to existing conditions. Therefore, the project will not result in a significant increase in light and the impacts of the project will be less than significant.

In addition to lighting introduced by the project, lighting associated with vehicle headlights entering and exiting the site will also be introduced to the area which may intrude onto adjacent properties if not properly screened. Properties potentially impacted by headlights will be limited to the hotel to the north as vehicles are entering the site, and the commercial building across Foss Creek which has windows and balconies facing the project site. The site is currently used for parking and the amount of vehicles that will be accommodated by the project will be approximately the same. Based on the screening provided by existing mature trees at the periphery of the site and the landscaping within and around the proposed parking area, the introduction of new automobiles and their associated headlights are not expected to generate a significant amount of light and glare onto adjacent properties. Therefore, the project will result in less than significant impacts from intrusion of vehicle headlights on neighboring properties.

Mitigation Measures: None required.

7.2. Agricultural and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Sources: Healdsburg General Plan 2030; General Plan EIR; California Department of Conservation Farmland Mapping and Monitoring Program, accessed July 2022.

Agricultural and Forestry Resources Setting:

The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) classifies agricultural land according to soil quality and irrigation status. According to the Healdsburg General Plan EIR, there are approximately 138 acres of agricultural lands within the Healdsburg Planning Area. This acreage is further broken down into 80 acres of Farmland of Local Importance, 41 acres of Prime Farmland, 10 acres of Farmland of Statewide Importance, , and 6.8 acres of Unique Farmland.

Farmland of Local Importance is classified as land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. Farmland of Local Importance is either currently producing or has the capability of production, but does not meet the criteria of Prime, Statewide, or Unique Farmland. The hay producing areas of the Santa Rosa Plains, Petaluma Valley, and Tubbs Island Naval Reservation are examples of Farmland of Local Importance, as are lands which are

classified as having the capability for producing locally important crops such as grapes and corn, or is used for the production of confined livestock, but that may not be planted at the present time.[2]

The entirety of the project site is classified as and surrounded by land classified as Urban and Built-Up. Land classified as Prime Farmland is located approximately 0.25 miles west of the site across U.S. 101. No portion of the subject property is under a Williamson Act contract, nor is the project site within close proximity to lands under a Williamson Act contract.

Under Public Resources Code (PRC) section 12220(g), "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The subject property and adjacent properties do not meet the definition of forest land pursuant to Section 12220(g) of the PRC.

As stated in PRC section 4526, "Timberland" means land, other than land owned by the federal government and land designated as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

Under Government Code section 51104(g), "Timberland production zone" or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone." None of the land within the project site is in a timberland zone, or within a timberland zoned Timberland Production.

Agricultural and Forestry Resources Impact Discussion:

7.2 (a-d) (Farmland Conversion, Williamson Act, Forestland, Timberland) No Impact: The project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide importance nor is the subject property zoned for agricultural uses, designated as a Williamson Act contract, or classified as forestland or timberland. Data obtained from the California Department of Conservation FMMP indicates the project site is classified as Urban and Built-Up and is surrounded by other land classified as Urban and Built-Up. There is Prime Farmland located 0.25 miles away on the other side of U.S. 101. The project will not result in the conversion of lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor will the project conflict with existing zoning for agricultural use, or a Williamson Act contract. There are no forestlands, timberlands, or other such zoning on or within close proximity to the project site. Therefore, the project will not result in the conversion or conflict with agricultural or forestry resources and no impacts will result from implementation of the project.

7.2 (e) (Other conversions of Farmland or Forestland) Less Than Significant Impact: The subject property is located within the City of Healdsburg and is surrounded by existing urban development. The majority of land within the vicinity of the project site is zoned Downtown Commercial (CD), Public (P), or Industrial (I), none of which allow for agricultural uses. The proposed project will amend the General Plan designation from Downtown Commercial to Public and Quasi Public and rezone the site from Downtown Commercial to Public. The proposed General Plan and zoning designations do not include the potential to put the land to agricultural uses and will not include changes to the existing environment which could result in conversion of farmland to non-agricultural use. Furthermore, in the absence of forestland on or in the vicinity of the project site, the

2 California Department of Conservation, Farmland of Local Importance Definitions, https://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2018.pdf, accessed July 12, 2022.

proposed project will not contribute to the loss or conversion of forested land to other uses. As such, the proposed project will not provide an impetus for the conversion of farmland or forestland in the vicinity and impacts of the proposed project will be less than significant.

Mitigation Measures: None required.

7.3. Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Sources: Healdsburg 2030 General Plan and EIR; BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD CEQA Guidelines May 2017.

Air Quality Setting:

The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards, respectively. National Ambient Air Quality Standards (NAAQS) have been established by the EPA for six major air pollutants: carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur oxides (SO_2) and lead. The California Ambient Air Quality Standards (CAAQS) apply to these same six criteria and are more stringent than the federal standards in the case of PM_{10} and SO_2.

The City of Healdsburg Planning Area is located within the North Coast Air Basin (basin) which encompasses Del Norte, Humboldt, Trinity, and Mendocino Counties. The North Coast Air Basin is regulated by three air districts, the North Coast Unified Air Quality Management District, the Mendocino County Air Quality Management District, and the Northern Sonoma County Air Pollution Control District. The North Coast Unified Air Quality Management District includes Del Norte, Humboldt, and Trinity Counties; the Mendocino County Air Quality Management District consists of Mendocino County; and the Northern Sonoma County Air Pollution Control District (NSCAPCD) comprises the northern portion of Sonoma County, including the City of Healdsburg. The Northern Sonoma County Air Pollution Control District is the agency responsible for regulating air quality in northern Sonoma County.

Air quality within the basin is influenced by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources. As of the preparation of the General Plan EIR, Sonoma County has been designated as an attainment area with regard to NAAQS and all Federal standards. The North Coast Air Basin was designated as an attainment area for all state standards except for the one-hour ozone. For the one-hour ozone (O_3) standard, 0.09 parts per million (ppm), the North Coast Air Basin was non-attainment. Since preparation of the General Plan EIR, the North Coast Air Basin has come into attainment on all standards except PM_{10} within the County of Humboldt. Therefore, the NSCAPCD is not required to prepare or implement an air quality plan. In addition, the NSCAPCD has not established explicit thresholds of significance for construction or operational activities. As such, the NSCAPCD recommends that CEQA analyses follow the CEQA guidance and thresholds of significance used in the neighboring San Francisco Bay Area Air Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD).

Air quality emissions of carbon monoxide (CO), ozone precursors (ROG and NOx), and particulate matter (PM_{10} and $PM_{2.5}$) from construction and operation are evaluated pursuant to the BAAQMD CEQA Air Quality Guidelines established in May 2010[3] and updated in May 2017. The City of Healdsburg recognizes that these thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines dated May 2017 in determining screening levels and significance. BAAQMD air quality thresholds are presented in Table 2 below.

TABLE 2: AIR QUALITY SIGNIFICANCE THRESHOLDS

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)**	
Excess Cancer Risk	>10 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual $PM_{2.5}$	>0.3 µg/m^3	>0.8 µg/m^3	

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines

3 Adopted by Board of Directors of the BAAQMD in June 2010 (Resolution No. 2010-6).

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gases.

The City of Healdsburg's General Plan sets forth policies and programs to maintain and enhance air quality. Particularly applicable to the proposed project is Policy NR-24 which requires the use of best management practices, such as those promulgated by the Bay Area Air Quality Management District, during construction to minimize emissions.

Air Quality Impact Discussion:

7.3(a) (Conflict with Applicable Air Quality Plan) No Impact: The project is located in the North Coast Air Basin, where air quality is regulated by the North Sonoma County Air Pollution Control District. The Air Basin is in attainment for all federal ambient air quality standards. Therefore, the North Sonoma County Air Pollution Control District is not required to prepare or implement an air quality plan. As there is no applicable air quality plan, the project will not result in a conflict with such a plan, and no impacts will occur.

7.3(b) (Violate Air Quality Emission Standards) Less Than Significant Impact with Mitigation: Air quality emissions associated with the proposed project will result from short-term construction activities and ongoing operation. As discussed previously, the City of Healdsburg relies upon the thresholds contained in BAAQMD's 2017 CEQA Air Quality Guidelines. The Guidelines include "screening criteria" that provide a conservative estimate, above which a project would be considered to have a potentially significant impact to air quality. Projects that are below the screening criteria threshold are reasonably expected to result in less than significant impacts to air quality.

The project proposes adaptive reuse of the Cerri Building, which was originally constructed in 1922 and has been used for warehousing, industrial, and agricultural uses. The building has been vacant since the early 2000's, while the gravel parking area has been continuously used as a parking facility available for public use. As a proposed community pavilion that will operate within an existing industrial building, the project was assumed to be most analogous to the warehouse land use type as provided in Table 3-1 of the BAAQMD CEQA Guidelines. The existing building is 13,300 square feet and as such is well below screening criteria for both construction (259,000 s.f.) and operation (64,000 s.f.) of the warehouse land use. Based on the size of the project, a quantitative air quality analysis is not needed. The following provides a qualitative discussion of the project's air quality impacts.

Construction Activities

Construction activities are short-term and will include temporary disturbance due to demolition of select portions of the building, tree and vegetation removal, foundation excavation, grading the exterior areas for pavement, removal and replacement of sidewalks, remodeling of the existing structure, and installation of associated site improvements. During construction activities, the project will generate temporary air pollutant emissions associated with site preparation, ground disturbance, operation of heavy-duty construction equipment, workers traveling to and from the site, and delivery of materials. These activities will create temporary emissions of fugitive dust from site grading, and the release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx) from combustion of fuels and the operation of heavy-duty construction equipment.

The proposed project will be required to comply with the City's policies and implementation measures as described by the City's General Plan, including Policy NR-24 which requires implementation of the BAAQMD's best management practices during construction to minimize emissions and fugitive dust. BAAQMD BMPs include but are not limited to the use of alternative fuel vehicles and equipment, use of local building

materials, and recycling or reuse of construction waste and materials. Consistent with Policy NR-24, the project shall comply with **Mitigation Measure AQ-1.** Due to the project size being below the BAAQMD screening size for construction emissions and the requirement to implement measure AQ-1, the project will result in less than significant impacts as a result of air quality emissions during construction.

Operation

The proposed project will result in stationary and mobile source emissions during operation. Although no new stationary point sources will be introduced (large emitters such as manufacturing plants), the project will result in area source emissions from the use of consumer products such as solvents, cleaners, and paints, and landscaping maintenance equipment. A majority of the operational emissions will result from vehicles traveling to and from the project site by event participants, farmer's market vendors, maintenance staff, and visitors.

The General Plan EIR analyzed how General Plan policies and implementation measures represent a reasonable effort to implement the transportation control measures (TCMs) recommended by BAAQMD to reduce ozone precursor emissions. The proposed project is consistent with Implementation Measure T-16, which requires local public destinations to provide bicycle racks, Implementation Measure CD-9, which requires the planting of street trees as part of all development projects, and Policy NR-F-2 as the Project will adaptively reuse land as a public event space near the Foss Creek Pathway, along the railroad corridor, and near the pedestrian oriented area surrounding the Healdsburg Plaza, which promotes the use of transit systems and pedestrian and bicycle facilities.

As adaptive reuse of an existing building, operation of the proposed project will not result in substantial air quality emissions. Lighting, electricity, water, and wastewater energy related demands are expected to be minimal as Title 24 requirements of the latest building code will be applied to the remodel of the existing building. Based on the project falling below the screening criteria for operation, as well as compliance with current building code requirements, it can be conclusively determined that at operation the proposed project will result in negligible air quality emissions and as such will have a less than significant impact due to degraded air quality.

7.3(c) (Expose sensitive receptors to substantial pollutant concentrations) Less Than Significant Impact with Mitigation: The BAAQMD defines sensitive receptors as "facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses." Examples of sensitive receptors include places where people live, play, or convalesce and include schools, day care centers, hospitals, residential areas, and recreation facilities. Sensitive receptors within close proximity of the project site include guests of the Duchamp Hotel to the north, visitors of the Wetzel Family Native Plant Garden along the eastern portion of the site, and residents living on Foss Street.

Construction associated with development of the site will result in the emission of exhaust from vehicles and heavy duty equipment as well as the generation of fugitive dust from grading and ground disturbing activities. However, with implementation of **Mitigation Measure AQ-1,** potential impacts to sensitive receptors during construction will be reduced to less than significant.

At operation, the proposed adaptive reuse will not generate air quality emissions that significantly impact sensitive receptors in the vicinity of the project site. As a downtown commercial land use, air quality emissions generated by the proposed project will be minimal and similar in scale to the surrounding existing uses. Therefore, impacts due to excessive pollutant concentration will be less than significant.

7.3(d) (Other Emissions) Less Than Significant Impact: Occasional localized odors during site development associated with construction equipment, paving, and the application of architectural coatings may occur during development of the proposed project. Any odors generated during construction will be temporary and not likely noticeable beyond the immediate construction zone. As an adaptive reuse project, operation will not create objectionable odors affecting a substantial number of people. Outdoor events that involve cooking activities such as farmer's markets and barbeques may produce odors associated with cooking, but these are temporary and of a similar type and scale as the restaurants and venues in the surrounding neighborhood. Therefore, the project will have less than significant impacts to air quality due to objectionable odors.

MITIGATION MEASURES:

AQ-1: BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust during all construction activities shall be incorporated into all demolition, building and grading construction plans and require implementation of the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as practicable. Building pads shall be laid as soon as practicable after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper working condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

7.4. Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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	☐	☒	☐	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Sources: Healdsburg 2030 General Plan and EIR; Healdsburg Municipal Code, Title 20 Land Use Code, Ch. 20.24 Environmental and Historic Resources Protection; Biological Resources Assessment, prepared by Monk & Associates, November 7, 2022.

Biological Resources Setting:

Biological resources are protected by federal and state statute including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), the Clean Water Act (CWA), and the Migratory Bird Treaty Act (MBTA) which affords protection to migratory bird species including birds of prey. These regulations provide the legal protection for identified plant and animal species of concern and their habitat.

While much of the city is urbanized, resulting in alterations to natural habitats, the City of Healdsburg and Planning Area continues to preserve a variety of habitats and natural communities that support special status plant and animal species. Habitats and natural communities that exist within the city and Planning Area include riparian corridors, open water communities including Fox Pond and the Russian River, serpentine

chaparral, perennial and serpentine bunchgrass, oak woodland and forest, mixed evergreen forest, seasonal wetlands, and non-native annual grassland. In addition, the city protects heritage trees, which are defined as any tree with a diameter of 30 inches as measured two feet above ground level.

Biological Resources Assessment

A site-specific Biological Resources Assessment was prepared by Monk & Associates on July 8, 2022 (Appendix B) to characterize the existing site conditions and evaluate potential impacts to biological resources that could result from the proposed project. The Assessment includes a review of available data from the California Natural Diversity Database (CNDDB), and a site survey which was conducted on June 14, 2022 to record biological resources and assess the likelihood of the presence of regulated areas such as waters of the U.S./State.

As detailed in the Biological Resources Assessment, the project site is located approximately 100 feet above sea level and is adjacent to Foss Creek, which runs in the north south direction and is channelized in the area of the project site. Under current conditions, surface runoff sheet flows to the southern portion of the site before entering the city's storm drain along North Street. Existing development, including the approximately 13,300 square foot warehouse building and gravel parking area has left the majority of the site disturbed. However, the Wetzel Family Native Plant Garden contains native plant species and is adjacent to Foss Creek, which contains native riparian species.

Plant Communities and Wildlife Habitats

Ruderal Herbaceous

The majority of the site contains ruderal (weedy) vegetation, which is typically found along roadsides and other areas of continuous disturbance, such as the existing gravel parking area. During the site survey conducted as part of the Biological Resources Assessment, areas of the site that were not paved or covered with impermeable surfaces, such as buildings, were dominated by non-native herbaceous species including hare barley (*Hordeum murinum* subsp*. leporinum*), slender wild oat (*Avena barbata*), ripgut grass (*Bromus diandrus*), chicory (*Cichorium intybus*), English plantain (*Plantago lanceolata*) and perennial ryegrass (*Festuca perennis*).

Riparian Woodland

As mentioned previously, the eastern portion of the site contains the Wetzel Family Native Plant Garden. Though the Garden contains a few non-native plant species, the majority of plant species include native trees (coastal redwood, black oak, and red willow), shrubs (sourberry, baccharis, California hazelnut, spicebush and oceanspray), and grasses (western sword fern, California fuchsia*,* sticky monkeyflower, California wild grape, sand dune sedge and Douglas' iris). Willow and oak trees planted in the Garden extend over the western bank of Foss Creek, providing partial canopy cover. In addition to trees in the Native Plant Garden, plants observed along the creek bed include herbaceous species such as smartweed (*Persicaria sp.*), water cress (*Nasturtium officinale*), water speedwell (*Veronica anagallis-aquatica*) and lance-leaf water plantain (*Alisma lanceolatum*).

Special-Status Species

Certain plant and animal species are designated as having special-status based on their overall rarity, endangerment, restricted distribution, and/or unique habitat requirements. In general, special-status is a combination of these factors that leads to the designation of a species as sensitive. The FESA outlines the procedures whereby species are listed as endangered or threatened and establishes a program for the conservation of such species and the habitats in which they occur. The CESA amends the California Fish and

Game (Wildlife) Code to protect species deemed locally endangered and expands the number of species protected under the FESA.

As stated in the Biological Resources Assessment, no special-status plant species have been mapped on or adjacent to the project site, however, according to the CNDDB, 5 special-status plant species are known to occur in the region of the site. Similarly, no special-status animal species have been mapped on or adjacent to the project site, however, 9 species have been known to occur in the region of the site. The potential for occurrence of special-status plant and animal species on the project site is further discussed below.

Special-Status Plant Species

Special-status plant species known to occur within three miles of the site include white seaside tarplant (*Hemizonia congesta congesta)*, Burke's goldfields (*Lasthenia burkei*), Napa false indigo (*Amorpha californica napensis*), fragrant fritillary (*Fritillaria liliacea*), and narrow-anthered California brodiaea (*Brodiaea leptandra*). During site surveys, none of the special-status plant species known to occur within three miles of the site were observed, nor was any suitable habitat for the above-listed species observed onsite.

Special-Status Animal Species

During the site survey conducted by Monk & Associates, no special-status animal species were observed. Of the nine species identified as having the potential to occur onsite, five were identified as having a high potential including the central California coast DPS steelhead (*Oncorhynchus mykiss irideus*), Townsend's big-eared bat (*Corynorhinus townsendii townsendii*), White-tailed Kite (*Elanus leucurus*), Osprey (*Pandion haliaetus*), and western pond turtles (*Emys marmorata*). Habitat available onsite for special-status animal species includes Foss Creek and its associated riparian corridor, the existing warehouse building, and trees onsite. Impacts of the proposed project to special-status animal species are further discussed below.

Biological Resources Impact Discussion:

7.4(a-b) (Special-Status Species and Sensitive Communities) Less Than Significant with Mitigation: The project site is located in an area with suitable habitat for special-status animal species and has the potential to result in direct and indirect impacts to special status species.

Special-status Plant Species

As discussed previously, none of the special-status plant species known to occur within three miles of the project site were observed onsite, nor is suitable habitat for these species present. Furthermore, the presence of the Native Plant Garden does not provide habitat for special-status plant species as it is manually planted and regularly maintained. As such, there will be no impacts to special-status plant species known to occur within the vicinity of the project site.

Special-status Animal Species

No special-status animal species have been mapped or previously recorded on the project site. However, the site has the potential to support central California coast DPS steelhead, Russian River tule perch, Townsend's big-eared bat, White-tailed Kite, osprey, and western pond turtles, which could be directly or indirectly affected by the proposed project. The following includes a discussion of potential impacts to these special-status species.

Steelhead

The project site is within an area designated as Critical Habitat for the Central Coast DPS steelhead, which is federally listed as threatened. Steelhead are an anadromous species that are born in freshwater streams and then migrate to the ocean for their adult phase. Steelhead generally spawn from December to April and rely on cool water temperatures for eggs to hatch. Foss Creek and its associated riparian corridor provide suitable habitat for steelhead. Construction of the proposed project will not alter Foss Creek or its riparian corridor and as such impacts to steelhead as a result of the project will be less than significant.

Russian River Tule Perch

The Russian River tule perch is a California species of special concern and is therefore provided protection under CEQA. The tule perch are confined to the Russian River and its associated tributaries, including Foss Creek. Mortality of tule perch is high as they are highly susceptible to stream pollution and flow variations. The project will not alter Foss Creek or its associated riparian corridor, however, the project is subject to best management practices that will prevent siltation, sedimentation, and pollution discharge into Foss Creek. Through compliance with BMPs, the project will have a less than significant impact to tule perch.

Townsend's big-eared bat

The Townsed's big-eared bat is a California species of special concern. This species utilizes caves, mines, tunnels, high buildings, and other human-made structures for roosting and maternity sites and is highly sensitive to disturbance. The existing building onsite provides suitable roosting habitat for the Townsend's big-eared bat and as such, renovation and rehabilitation proposed by the project has the potential to result in impacts to this special-status species if present onsite. Therefore, the project shall comply with **Mitigation Measure BIO-1**, which requires pre-construction surveys to identify whether Townsend's big-eared bats are present onsite, and sets forth measures to ensure their protection. With implementation of measure BIO-1, impacts to the Townsend's big-eared bat as a result of the project will be less than significant.

Western Pond Turtle

The western pond turtle is a California species of special concern. Typically, the western pond turtle is found in ponds, marches, ditches, streams, and rivers with rocky or muddy bottoms. The pond turtle also requires upland habitat for burrowing, where it digs nests and buries its eggs. Foss Creek is channelized at the location near the project site and contains tall concrete banks that would prevent the western pond turtle from leaving the creek and nesting on the project site. Furthermore, the project does not propose alterations or disturbance to Foss Creek and its riparian corridor. As such, impacts to the western pond turtle as a result of the project will be less than significant.

Migratory Birds

The White-tailed Kite and Osprey are fully protected species under the California Fish and Game Code and are also protected under the Federal Migratory Bird Act. The White-tailed Kite nests in a variety of trees and generally reside near water sources where prey is more abundant. Given the site's proximity to Foss Creek and presence of riparian trees, there is a potential for the White-tailed Kite to be present onsite and may be significantly impacted if construction occurs during the nesting season (March through August). Similarly, Osprey typically nest near bodies of water. Though Foss Creek is too close to existing development to provide suitable habitat for Osprey, the proximity of Foss Creek to the Russian River indicates a potential that impacts could occur to Osprey as a result of the project. As such, **Mitigation Measure BIO-2** shall be implemented which provides protection to nesting birds, their eggs, and their young by restricting construction activities to outside the bird nesting season or requiring pre-construction nesting bird surveys and avoidance protocols to protect active nests. Implementation of Mitigation Measure BIO-2 will reduce potential impacts to nesting birds during the construction phase of the project to less than significant.

7.4(c) (Adverse Effects to Jurisdictional Waters) Less Than Significant Impact: The project includes rehabilitation of the existing building onsite, paving of the existing gravel parking lot, installation of driveways along North Street, and installation of landscaping and utilities. Given that the site is comprised of an existing building and hard-packed gravel, there are no waters of the U.S. or State within the project development footprint. Foss Creek is considered a water of the U.S. and State, however, the project does not propose alterations to Foss Creek or its riparian corridor. The project proposes a minor encroachment within the 35-foot setback from top of bank of the creek, however, this area is currently used for parking and will remain as an area for vehicular circulation as part of the project. As such, impacts to jurisdictional waters as a result of the project will be less than significant.

7.4(d) (Adverse Effect on Wildlife Movement) Less Than Significant Impact: Wildlife movement includes seasonal migration, long-term genetic flow, and daily movement within an animal's territory. Small travel pathways facilitate daily movement for activities such as foraging or escape from predators but can also provide connections between outlying populations and the main corridor which increase gene flow among populations. Barriers to wildlife movement include large developments or major roadways. Movement to and from the subject site is restricted by fencing to the north, roadways to the west and south, and a channelized section of Foss Creek to the east. The channelized portion of Foss Creek contains high concrete retaining walls on either side thereby preventing most mammals from coming up out of the creek and crossing onto the project site. The remainder of the project site is an urban infill development surrounded by other existing commercial developments. As such, the project will not substantially interfere with wildlife movement and impacts will be less than significant.

7.4(e) (Conflict with Local Ordinances) Less than Significant Impact: As identified in Title 20, Ch. 20.24, Section 20.24.045, a heritage tree is any tree with a diameter of 30 inches or more, measured two feet above the level ground. When a heritage tree is proposed for removal, approval of a Heritage Tree Removal Permit is required. As specified in Section 20.24.075 (replacement of removed trees), the replacement ratio for removal of heritage trees is 3:1. As proposed, the project will remove two heritage trees and will plant 18 London Plane Trees (11 on the project site and 7 along the North Street frontage). As such, the project complies with the City's local ordinance for protecting biological resources and impacts will be less than significant.

7.4(f) (Conflicts with Habitat Conservation Plans) No Impact: There are no habitat conservation plans covering the City of Healdsburg or the project site and as such the project will not result in a conflict with such a plan. Therefore, there will be no impact.

Mitigation Measures:

BIO-1: To avoid impacts to roosting Townsend's big-eared bats, building removal should only be conducted during seasonal periods of bat activity: between August 31 and October 15, when bats would be able to fly and feed independently, and between March 1 and April 1 to avoid hibernating bats, and prior to the formation of maternity colonies. At least 14 days prior to demolition, a qualified biologist with at least two years of experience surveying for bats, should do preconstruction surveys for roosting bats. If the qualified biologist finds evidence of bat presence during the surveys, then a plan for removal and exclusion shall be developed, in conjunction with the California Department of Fish and Wildlife (CDFW).

If building removal must occur outside of the seasonal activity periods mentioned above (i.e., between October 15 and February 28/29, or between April 2 and August 30), then a qualified biologist, with at least two years of experience surveying for bats, shall conduct preconstruction surveys within 14 days of starting work. If roosts are found, a determination should be made whether there are young. If a maternity site is found, impacts to the maternity site will be avoided by establishment of a non-disturbance buffer until the young have reached independence. The size of the buffer zone should be

determined by the qualified bat biologist at the time of the surveys. If the qualified biologist finds evidence of bat presence during the surveys, then a plan for removal and exclusion shall be developed, when there are not dependent young present, in conjunction with the CDFW.

BIO-2: To avoid impacts to nesting birds, a nesting survey shall be conducted within 15 days of commencing construction work or tree removal if this work would commence between February 1 and August 31. The nesting survey shall include an examination of all buildings onsite and all trees onsite and within 200 feet of the entire project site (i.e., within a zone of influence of nesting birds), including trees to be retained onsite. The zone of influence includes those areas outside the project site where birds could be disturbed by earth- moving vibrations and/or other construction-related noise.

If birds are identified nesting on or within the zone of influence of the construction project, a qualified biologist shall establish a temporary protective buffer around the nest(s). The nest buffer should be staked with orange construction fencing. The buffer must be of sufficient size to protect the nesting site from construction-related disturbance and shall be established by a qualified ornithologist or biologist with extensive experience working with nesting birds near and on construction sites. Typically, adequate nesting buffers are 50 feet from the nest site or nest tree dripline for small birds and up to 300 feet for sensitive nesting birds that include several raptor species known to occur in the region of the project site but that are not expected to occur on the project site. Upon completion of nesting surveys, if nesting birds are identified on or within a zone of influence of the project site, a qualified ornithologist/biologist that frequently works with nesting birds shall prescribe adequate nesting buffers to protect the nesting birds from harm while the project is constructed.

No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed. In the region of the project site, most species complete nesting by mid-July. This date can be significantly earlier or later, and would have to be determined by the qualified biologist. At the end of the nesting cycle, and fledging from the nest by its occupants, as determined by a qualified biologist, temporary nesting buffers may be removed and construction may commence in established nesting buffers without further regard for the nest site.

7.5. Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Sources: City of Healdsburg's General Plan 2030; General Plan Policy 2030; Municipal Code Ordinance; and Historic Resource Evaluation and Secretary of Interior's Standards for the Treatment of Historic Properties Review, prepared by Evans & De Shazo, dated February 12, 2018 and updated December 8, 2021; Buried Archaeological Site Sensitivity Analysis prepared by Evans and De Shazo, dated March 1, 2018.

Cultural Resources Setting:

Historical Resources

Healdsburg has been historically recognized as an agricultural service, milling, and distribution center for the North coast lumber. Recent and current development in the city include overnight accommodations, specialty retail, restaurants, wine tasting venues, and other tourist-related business.[4] Harmon Heald established this area as the first town near Dry Creek Valley in 1850. Within a year's time, Heald built a cabin for the San Francisco Mines route, opened a store the following year, established a post office in 1854, and a larger store in 1857. The town was subdivided in 1857 and incorporated in 1867.[5] The town consisted of approximately 8 acre plat with two North and South streets, running Southeast to Northwest, two perpendicular streets. The square in the middle of the intersecting streets was recognized as the Plaza. An additional two streets were added in each direction to form the town plat.[6]

The City of Healdsburg supports various historic architectural styles that recognize the development of its town, which include Queen Anne, Italianate, Homestead, Greek Revival, and Neo-classical. A city-wide survey was completed in 1983 by the Edwin Langhart Museum and funded in part by the California State Office of Historic Preservation (OHP). The survey covered the "Healdsburg community" which coincided with the historic boundaries of the Rancho Sotoyome Mexican land grant. The survey identified and recorded pre-1941 structures, objects, and sites along with an evaluation for architectural, historical, or cultural significance for the inclusion in the National Register of Historic Places (NRHP).

As noted in the City's General Plan 2030, many of the City's historic buildings are not located within the historic districts and are not designated buildings or properties. Current Historic District Overlay Zones have been placed for properties on both sides of Johnson Street, blocks on Matheson Street, and 10 individual buildings and properties.[7] Buildings and sites listed in the NRHP include the Dry Creek-Warm Springs Valley

4 Healdsburg 2030 General Plan. Regional Setting, 1.
5 County of Sonoma. Healdsburg. Accessible at:
https://permitsonoma.org/divisions/planning/historicresources/sonomacountyhistory/drycreekvalley/healdsburg
6 Evans & de Shazo. HRE, 10.
7 Healdsburg 2030 General Plan. Historic Preservation Efforts, 126.

Archaeological District, the Madrona Knoll Rancho District, Carnegie Library, Memorial Bridge, and Walters Ranch.[8]

Archaeological Resources

Land in Healdsburg was originally inhabited by Southern Pomo and Wappo Native American tribes in the Dry Creek and Alexander Valleys, near the Mendocino-Sonoma County line. The Southern Pomo were made of tribelets which included 23 village sites within the area of Healdsburg. One of the tribelets was recorded with a concentration of old villages in the southern area of Healdsburg. A second tribelet occupied both banks of the Russian River from Healdsburg to Guerneville. The principal village of this tribe occupied the present site of the downtown Healdsburg Plaza. The eastern areas of the 1983 city-wide survey indicated the Wappo Native American tribes were mostly located in the easter portion of the city. Some ethnographers believe the Wappo Native American tribes were the first California settlers, as they had been displaced by the Pomo tribes first southward then east to Alexander Valley. The 1983 city-wide survey provides additional information related to the ethnographers and tribes within the area along with sites recorded at Sonoma State University's Northwest Information Center (NWIC).[9]

The native people in the area were first affected by the Mission San Rafael in 1817 as many were recruited to work for the mission. The native people were then largely affected by the smallpox epidemics followed by the Mexican and Euro-American settlements in the 1850's, and then finally displaced to missions or rancherias.[10] Historic records noted the native population relocated to the surrounding hills. However, the ones that remained were affected by the leading Spanish, Mexican, and American establishments. Two reservations were formed by the federal government in an attempt to house the local natives, the Noyo River in Mendocino County in 1856 and the Nome Cult Indian Farm in Round Valley in 1867.

Historic Resource Evaluation

Evans and De Shazo (EDS) completed a Historic Resource Evaluation (HRE) for the proposed project on February 12, 2018 and updated December 8, 2021 (**Appendix C**). The HRE was prepared to evaluate and determine eligibility of the 1922 building for listing on the California Register of Historic Resources (CRHR). The analysis includes a record search and review of available resources, including cultural resources inventories, information available from the NWIC, and other resources available online, as well as a historic architectural field survey. Inventories reviewed include the NRHP, California Register of Historic Resources (CRHR), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI). California OHP Built Environment Resource Directory (BERD) for Sonoma County (2020), City of Healdsburg Historic Resource Inventory (1982), and the City of Healdsburg Cultural Resource Survey report (1983).

The HRE prepared for the project documents the existing warehouse building onsite which was built for Romero Cerri in 1922 as the Cerri Brother's warehouse building, adjacent to the railroad spur. The warehouse was intended as an expansion from Cerri's successful grocery business, "R.Cerri Grocery" on Cerri Street. The building continued in use throughout the 1920's to ship fresh grapes by rail,[11] The building and associated landscape was further used for fruit and nut packing and distribution by companies including the Rosenberg Brothers & Company in the 1940s and 1950s and Del Monte in the late 1950s through the late 1960s.[12] From 1969 to the mid-2000's, the Purity Chemical Products Company (Purity) occupied the building to distribute

8 National Register of Historic Places Database.
9 Edwin Langhart Museum City of Healdsburg. Healdsburg Cultural Resource Survey Final Report 1983, 4-6.
10 Healdsburg 2030 General Plan. Archaeological Resources, 126.
11 Evans & De Shazo. HRE, 17.
12 Evans & De Shazo. HRE, 19.

and store agricultural products such as fertilizer, herbicides, and pesticides. The Cerri Brothers warehouse building and two adjacent parcels are currently owned by the City of Healdsburg.

The building was designed with a "false front" and its architectural style is associated with the Western False Front commercial architecture, a vernacular style typically constructed in mountain mining towns, agricultural communities, and early railroad centers. Fronts were typically constructed in wood as a log assembly or frame in latter, facades were wood-sided, and treatments may have included pressed or corrugated metal, stucco, or rolled asphalt siding.[13] The front of the Cerri building was designed with a stepped wood parapet and cladded in decorative stamped metal sheets. Access to the building includes a raised concrete loading dock and a ramp to the east, originally used for loading and unloading through wide doors into the building.

The building has experienced various interior and exterior modifications. Exterior modifications include facade changes and enclosure of windows and doors. The exterior is predominantly encased with corrugated sheet metal. Interior modifications include reconfiguration to add a lobby and mezzanine space. The associated landscape does not support nor indicate a landscape architectural design. Existing conditions of the landscape include a gravel and asphalt parking lot and various shrubs and trees.

The HRE prepared for the project evaluates the building and its associated landscape within the project area, which was determined to be eligible for listing under CRHR criterion 1. This criterion is associated with events that have made a significant contribution to the broad patterns of California's historic and cultural heritage. Specifically, the HRE identifies the building and associated landscape as eligible under criterion 1 due to its association with early twentieth-century fruit and nut packing from 1922 through 1960, which was a time of significant agricultural growth and development within the City of Healdsburg, and the surrounding area. During this time, fruit drying and packing facilities dominated the agricultural industry in the City of Healdsburg. As such, the building's association with the fruit packing industry, and its relationship to the economy, are significant to history. Following a determination of eligibility, the HRE concluded that the building and associated landscape demonstrates integrity within its location, setting, materials, workmanship, feeling, and association which supports enough qualities to convey historic significance under criterion 1.[14]

The HRE also evaluates the building and associated landscape against the Secretary of the Interior Standards for the Treatment of Historic Properties in the standards of rehabilitation and discusses the standard of reconstruction. The National Park Service U.S. Department of the Interior defines rehabilitation as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location. The HRE concludes that the project is consistent with Standards 1 through 7, 9, and 10 of rehabilitation. Standard 8 relates to archaeology and as such mitigation measures are recommended as further discussed below.

Archaeological Site Sensitivity Analysis

Evans and De Shazo prepared a Buried Archaeological Site Sensitivity Analysis for the proposed project, dated March 1, 2018 (**Appendix D)**. The analysis was conducted to identify the potential for archaeological resources to be present within the project area and to provide project-specific recommendations regarding cultural resources that could be impacted by the proposed project. The analysis includes a review of available

13 Evans & De Shazo. HRE, 21.
14 Evans & De Shazo. HRE, 34.

resources, including past cultural resources inventories, information available from the Northwest Information Center, the California Historical Resources Information Systems, and other resources available online. As noted in the analysis, the records search at the NWIC revealed two prehistoric archaeological resources within one-quarter mile of the project site.

A Sacred Lands File & Native American Contacts List was requested from the Native American Heritage Commission (NAHC) on February 15, 2018. The NAHC provided a response on February 27, 2018 with a list of Native American Tribes and individuals to contact for further information about Sacred Sites within the project area. In accordance with PRC Section 21080.3.1(d), notification of the proposed project was mailed to local tribes on February 17, 2022 by the City of Healdsburg. None of the tribes contacted requested consultation.

A review of historical maps indicates that the site has been occupied by buildings since 1867, and as such the Analysis concludes that there is a high potential to encounter historic archaeological resources within the project area. The project site is located on a Holocene-age alluvial fan deposit and is located adjacent to Foss Creek, and within proximity of Dry Creek (0.6 mile west), and the Russian River (0.7 mile southeast). Due to the presence of alluvial soils and nearby waterways, there is also a high potential to encounter buried prehistoric archaeological resources.

Cultural Resources Impact Discussion:

7.5(a) (Historic Resources) Less than Significant Impact with Mitigation: The project site is currently developed as a 12,220 square foot 1922 building with an associated landscape. The 1922 building was evaluated and determined eligible for listing as a historic resource on the California Register of Historic Register. The building was listed in the City of Healdsburg Cultural Resource Inventory (1982) as a locally important historical resource at the time of the 2018 HRE and was listed on the OHPs BERD with a National Register status code of "7N", meaning the building needs to be reevaluated.[15]

The project proposes alterations to the building and associated landscape to facilitate a community pavilion with parking and utility improvements. The project includes rehabilitation of the building with alterations to the primary façade, changes to the side elevations, new roofing material, and changes to the associated landscape, including installation of scored, pervious, and permeable concrete and decomposed granite for walkways and the parking area, as well as installation of trees and shrubs. As noted in the HRE prepared by Evans & De Shazo, proposed modifications to the building and associated landscape meet the Standards for Rehabilitation and Reconstruction. Given the significance of the 1922 building to local and California history, the project shall comply with **Mitigation Measure CUL-1**, which requires installation of informational signage near or adjacent to the primary building façade and adjacent to the reconstructed loading dock (ADA ramp) along the east elevation. With implementation of Measure CUL-1, impacts to historical resources as a result of the project will be less than significant.

7.5(b) (Archaeological Resources) Less Than Significant Impact with Mitigation: Due to the historic presence of buildings on the project dating to 1867, as well as the site's location on a Holocene-age alluvial fan deposit proximate to Foss Creek, Dry Creek, and the Russian River, there is a high potential to encounter buried historic archaeological resources and prehistoric archaeological resources, respectively. As such, the project shall be required to implement **Mitigation Measure CUL-2** which requires preparation of a Monitoring Plan prior to commencement of ground-disturbing activities, completion of a pre-construction meeting to familiarize the project supervisor, contractors, equipment operators, and all other workers onsite of the types of archaeological materials that may be encountered and procedures to follow in the event that

15 Evans & De Shazo. HRE, 1.

such materials are uncovered, ongoing monitoring by a qualified archaeologist during ground-disturbing activities, and sets forth procedures to follow in the event that archaeological resources are encountered. With implementation of measure CUL-2, impacts to archaeological resources will be less than significant.

7.5(c) (Discovery of Human Remains) Less Than Significant Impact with Mitigation: No evidence suggests that human remains have been interred within the boundaries of the project site. However, in the event that during ground disturbing activities, human remains are discovered, the project shall comply with **Mitigation Measure CUL-3**, which requires the immediate cessation of ground disturbing activities on the project site or in any area potentially overlying adjacent human remains and that the Sonoma County Coroner be contacted immediately upon the discovery of any human remains. If it is determined by the Coroner that the discovered remains are of Native American descent, the NAHC shall be contacted immediately. The project sponsor shall retain a City-qualified archeologist to provide adequate inspection, recommendations, and retrieval. Compliance with measure CUL-3 and California Health and Safety Code Section 7050.5 will ensure that in the event of accidental discovery of human remains, impacts will be less than significant.

Mitigation Measures:

CUL-1: Prior to issuance of a Certificate of Occupancy, interpretive (aka informational) public signage shall be installed near or adjacent to the primary façade and adjacent to the reconstructed loading dock (ADA ramp) along the east elevation. Signage shall be adequate in size to attract the public and shall consist of a historical context for the fruit and nut packing facilities in Healdsburg and specific history related to the 1922 building, illustrating how the loading docks and the railroad functioned as part of the fruit and nut packing operations. Design and content of the sign shall be prepared in coordination with a qualified historian.

CUL-2: To ensure the project does not result in impacts to potential buried archaeological resources onsite, the following shall be implemented:

1. **Archaeological Monitoring Plan and Site Monitoring.** Prior to ground-disturbing activities, a qualified archaeologist shall prepare a Monitoring Plan for the project. The Monitoring Plan shall describe the specific methods and procedures to be followed if archaeological deposits are identified. A Secretary of the Interior-qualified archeologist shall be retained to monitor all ground-disturbing activities. Archaeological monitors shall be empowered to halt construction activities at the location of a discovery to review possible archaeological material and to protect the resource while it is being evaluated. Monitoring shall continue until, in the archaeologist's judgment, cultural resources are not likely to be encountered. If archaeological materials are encountered during project activities, all work within 25 feet of the discovery shall be redirected until the archaeologist assesses the finds, consults with agencies as appropriate, and makes recommendations for the treatment of the discovery. If avoidance of the archaeological deposit is not feasible, the archaeological deposit shall be evaluated for its eligibility for listing in the California Register of Historical Resources. If the deposits are not eligible, mitigation is not necessary. If the deposits are eligible, adverse effects on the deposits shall be mitigated. Mitigation may include excavation of the archaeological deposit in accordance with a data recovery plan (CEQA Guidelines Section 15126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and accessioning of archaeological materials and a technical data recovery report at a curation facility. Upon completion of the assessment, the archaeologist shall prepare a report to document the methods and results of the assessment. The report shall be submitted

to the City of Healdsburg and the Northwest Information Center of the California Historical Information Systems upon completion of the resource assessment.

2. **Pre-construction Meeting.** Project supervisors, contractors, and equipment operators shall be familiarized with the types of artifacts that could be encountered during earth-disturbing activities and procedures to follow if subsurface cultural resources are unearthed during construction and an archaeologist is not present. Project supervisors, contractors, equipment operators, and all construction personnel on site shall be instructed not to collect artifacts if observed. To accomplish this, a professional archaeologist shall conduct a preconstruction meeting prior to commencement of ground-disturbing activities to familiarize the team with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the project area, and procedures to follow if archaeological deposits and/or artifacts are observed during construction and an archaeologist is not present.

3. **Post-review Discoveries.** If archaeological resources are encountered during construction and an archaeologist is not present, work shall be temporarily halted within 25-feet of the discovery and the deposit shall be secured to prevent altering the deposit and the context in which it is found until a qualified professional archaeologist is retained to evaluate the find and provide appropriate recommendations. The archaeologist shall be Secretary of Interior-qualified to inspect the material(s), assess its historical significance, consult with Tribes and other stakeholders as needed, and provide recommendations for the treatment of the discovery in accordance with the Secretary of Interior Standards for the Treatment of Historic Properties.

CUL-3: In the event that human remains are encountered within the project Area during project-related, ground-disturbing activities, all work must stop, and the Sonoma County Coroner must be notified immediately. If the remains are suspected to be those of a prehistoric Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations and the Secretary of Interior Standards for the Treatment of Historic Properties.

7.6. Energy

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Sources: Healdsburg General Plan 2030; General Plan EIR; BAAQMD 2017 Bay Area Clean Air Plan; Sonoma County Regional Climate Action Plan 2020, RCPA, Sonoma Climate Mobilization Strategy, March 2021, RCPA.

Energy Setting:

Energy resources include electricity, natural gas, and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and the emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one-degree Fahrenheit. The approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity is 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

Electricity

The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. Electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid.

Energy capacity, or electrical power, is generally measured in watts while energy use is measured in watt-hours. For example, if a light bulb has a capacity rating of 100 watts, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. If ten 100-watt bulbs were on for 1 hour, the energy required would be 1,000 watt-hours or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts, which is one million watts, while energy usage is measured in megawatt-hours (one million-watt hours) or gigawatt-hours (GWh), which is one billion watt-hours.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. Natural gas is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet.

California Energy Consumption

According to the California Energy Commission (CEC), total system electric generation for California in 2020 was 272,576 gigawatt-hours (GWh).[16] California's non-CO_2 emitting electric generation categories (nuclear, large hydroelectric, and renewable generation) accounted for more than 51 percent of total in-state generation for 2020. California's in-state electric generation was 190,913 GWh and electricity imports were 81,663 GWh. In 2020, the CEC reported that Sonoma County had a total electricity consumption of 2,868 GWh.

According to the CEC, nearly 48 percent of the natural gas burned in California was used for electricity generation totaling 92,298 GWh. The remainder of natural gas consumed was in the residential (21 percent), industrial, and commercial sectors. In 2020, the CEC reported that Sonoma County had a total gas consumption of 105 million therms. Transportation accounts for a large portion of California's overall energy consumption with gasoline remaining the dominant fuel within the transportation sector, followed by diesel and aviation fuels. In 2021, transportation accounted for 22 percent of energy consumption. [17]

Sonoma Clean Power

Sonoma Clean Power is a program that allows businesses and residents in Mendocino and Sonoma Counties to purchase energy created from renewable resources, including geothermal, solar, wind, water, and biomass. This service provides energy from alternative generation processes while using existing infrastructure through PG&E for delivery. By using existing infrastructure, Sonoma Clean Power is billed to customers through PG&E for providing electric generation service. In 2016, 88% of eligible customers were receiving electricity from Sonoma Clean Power. As of 2018 Sonoma Clean Power had 39% fewer greenhouse gas emissions as compared to PG&E.[18]

Healdsburg General Plan

The proposed project is subject to the goals and policies outlined in the Healdsburg General Plan which seek to reduce energy consumption within the City. The following goals and policies from the General Plan are particularly applicable to the subject project:

- Policy H-G-7: Promote infill development to maximize the use of existing infrastructure and encourage patronage of alternative transportation modes.
- Goal PS-C: An adequate level of service in the City's electrical system that meets the needs of existing and projected development.
- Policy PS-C-3: The City will promote energy conservation in its operations and private development, including programs to reduce dependency on fossil fuels.
- Policy PS-C-4: The City will continue to assess an electrical development fee on all new commercial, industrial, and residential development sufficient to fund systemwide capacity improvements.
- Goal NR-E: Reduce greenhouse gas emissions and increase energy efficiency communitywide.
- Policy NR-E-2: The City will reduce greenhouse gas emissions produced by internal municipal operations.
- Policy NR-E-4: The City will support sustainable development and building practices and lead by example in municipal projects.
- Policy NR-E-5: The City will encourage the use of large-scale trees in new development to lessen heat build-up from solar radiation.

16 California Energy Commission, Total System Electric Generation (2020), https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation, Accessed July 13, 2022.

17 California Energy Commission, 2017 Integrated Energy Policy Report, https://www.energy.ca.gov/2017_energypolicy/, Accessed August 1, 2019.

18 Sonoma Clean Power 2019 Annual Report, https://vimeo.com/379072737, accessed June 22, 2020.

- Policy NR-E-6: The City will comply with state climate protection goals and programs to the maximum extent allowed by the City's jurisdictional authority.

Sonoma County Regional Climate Action Plan

In March 2018 the Healdsburg City Council adopted, by Resolution No. 16-2018, specific focus areas of the Climate Action 2020 and Beyond Plan - 1) Low-Carbon/No Carbon Transportation, 2) Increased Renewable Energy, 3) Lowering of Water Related GHG Emissions, and 4) City Planning and Land Use and planned to implement some of its measures to address climate change and energy conservation. The plan contains reduction measures and action items to promote energy efficiency and conservation in new buildings and facilities. Action items identified that are particularly relevant to the subject project include adoption of Title 24 building standards (Measure 1-S1), compliance with the California Energy Commission's standards for lighting efficiency (Measure 1-S2), local outdoor lighting standards (Measure 1-L2), and shade tree planting in the parking lot and street frontage (Measure 1-L3). Though the City adopted specific areas of the Climate Action 2020 and Beyond Plan, it should be noted that due to litigation, the Plan is not considered a qualified climate action plan.

Subsequently, on March 8, 2021, the RCPA Board of Directors, adopted the Sonoma Climate Mobilization Strategy which was prepared in response to the Climate Emergency Resolution adopted by RCPA in 2019. The Strategy builds upon the Climate Action 2020 and Beyond Plan, setting forth a goal of achieving climate neutrality by 2030. Strategies identified to achieve carbon neutrality by 2030 are grouped into four categories including decarbonization, carbon sequestration and ecosystem services, resilience and adaptation, and equity and community engagement. The City of Healdsburg has committed to utilizing the framework set forth in the Climate Mobilization Strategy to achieve the goal of carbon neutrality by 2030.

Healdsburg Municipal Code

The proposed project is subject to the relevant sections of the Municipal Code related to energy conservation, including Chapter 15.04 (California Green Building Standards Code) and Chapter 15.04.080 (California Energy Code).

City of Healdsburg Ordinance No. 1196

On December 16, 2019, the City of Healdsburg adopted with local amendments the 2019 California Energy Code including a reach code requiring new construction to be All-Electric with some exceptions. As the project proposes modifications to an existing structure, it is not defined as a newly constructed building and is therefore not subject to the requirements contained in Ordinance 1196.

Energy Impact Discussion:

7.6(a-b) (Energy Consumption) Less Than Significant Impact: Development of the proposed project will involve the use of energy during construction and at operation.

Construction Activities

Site preparation, grading, paving, and building construction will consume energy in the form of gasoline and diesel fuel through the operation of heavy off-road equipment, trucks, and worker trips. Consumption of such resources will be temporary and will cease upon the completion of construction. Due to the scale of the proposed project and the provision to limit idling set forth above in **Mitigation Measure AQ-1** (Section 7.3 Air Quality), construction activities will not result in inefficient energy consumption during construction. As such, construction-related energy impacts will be less than significant.

Operation

Long-term operational energy use associated with the project includes electricity consumption associated with operation of the building (e.g., lighting, electronics), energy consumption related to water use and solid waste disposal, and fuel consumption (gasoline and diesel) from new vehicle trips to and from the site.

The project is subject to local policies related to energy conservation, including the City of Healdsburg's General Plan 2030, the City of Healdsburg's Municipal Code, and the Sonoma County Regional Climate Action Plan and Climate Mobilization Strategy. The General Plan EIR determined that the wasteful, inefficient, or unnecessary consumption of energy resources was a less than cumulatively considerable impact. The FEIR acknowledges that development under the General Plan will increase energy consumption, but that new development will be more energy efficient pursuant to the requirements of building energy efficiency standards under the building code.

Furthermore, the project is consistent with Policy PS-C-E which calls for the City to promote energy conservation in its operations and development projects. Policy NR-E-5 encourages the uses of large-scale trees in new development to lessen the heat island effect in developed and paved environments and is consistent with the Healdsburg Municipal Code standards for tree and landscape cover in parking lots. The project exceeds City standards for trees in the proposed parking area, all proposed lighting fixtures are high-efficiency LED, and no HVAC systems are proposed that could contribute to wasteful energy usage. The project will also be required to comply with the requirements of the City's water efficient landscape in HMC 20.16.105, thereby contributing to a reduction in energy needed to treat and convey water. As a public facility development subject to the latest building code and construction standards, energy consumption of the project will not be wasteful or inefficient, nor will it obstruct a state or local plan for renewable energy.

The site is located in Downtown Healdsburg proximate to other goods and services as well as transit stops. The site's use as a public facility will promote and encourage walking and biking and will be accessible from public transit which reduces the use of energy in transportation to the site. As such, the project will not contribute to wasteful use of energy resources during operation and impacts will be less than significant.

Mitigation Measures: None required

7.7. Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 California Building Code, creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Sources: Healdsburg General Plan 2030; General Plan EIR; General Plan EIR Figure IV.G-1; California Building Code Section 1803.5.3; and Geotechnical Investigation, prepared PJC & Associates, Inc., December 15, 2022.

Geology and Soils Setting:

The City of Healdsburg is located within the San Andreas Fault system, which is 44 miles wide and extends throughout much of the North Bay region. The active Healdsburg-Rodgers Creek fault passes through the eastern and northern areas of the city. As shown in Figure IV.G-1 of the General Plan EIR, the project site is not located within the Alquist-Priolo Zone. However, the site is located within a seismic hazard area expected to experience very strong ground shaking during a seismic event.

During the 1970s, portions of the city were identified as being within an Alquist-Priolo Zone encompassing the Healdsburg-Rodgers Creek fault, and active fault traces were considered to be present within the city. In 1983, the State of California removed the Alquist-Priolo Zone from the area, based on the opinion of the California Division of Mines and Geology that traces of the Healdsburg-Rodgers Creek fault in these areas

were no longer active. Though subsequent research indicates that active faults may be present within the northern and eastern portions of the city, there is currently no designated Alquist-Priolo Zone within the city.

Historically, the only earthquake to cause liquefaction in the Healdsburg area was the 1906 San Francisco earthquake. As a result of that earthquake, several areas of lateral spreading and one area of sand boils were reported. These areas were all within or adjacent to the flood plain of the Russian River. Other more recent earthquakes, such as the Santa Rosa earthquakes of 1969 and the Loma Prieta earthquake, have not caused liquefaction in the Healdsburg area.

A major seismic event on one of the active faults near the City of Healdsburg could result in violent to moderate ground shaking. Strong ground shaking would be expected from earthquakes generated by nearby faults including the Healdsburg-Rodgers Creek fault, the Maacama fault located 15 miles north, the San Andreas fault located 14 miles southwest, and the West Napa fault located 30 miles southeast. Other principal faults capable of producing ground shaking in Santa Rosa include the Hayward, San Gregorio-Hosgri, Calaveras, and Concord-Green Valley fault.

Geotechnical Investigation

A Design Level Geotechnical Investigation was prepared by PJC & Associates, Inc. on December 15, 2022 to identify potential geological risks of constructing the proposed project on the site (**Appendix E**). The report includes an analysis of subsurface conditions to observe soil and groundwater conditions onsite, an evaluation of potential geologic hazards, and geotechnical recommendations for site preparation and grading, foundation types, site drainage, and other construction considerations. The primary geotechnical concerns of the site include the presence of artificial fill of unknown source and variable density, weak and compressible surface soils, and surface and subsurface drainage.

Paleontological Resources

Paleontological resources generally include fossilized remains of plants, invertebrate, and vertebrate species and have been known to occur in rocks of the Franciscan Assemblage, which underlie a portion of northern Healdsburg. As detailed in the General Plan EIR, there are no unique geological features identified in the Planning Area.

Geology and Soils Impact Discussion:

7.7(a.i) (Faults) No Impact: Fault rupture occurs when the ground surface fractures as a result of fault movement during an earthquake and almost always follows preexisting fault traces, which are zones of weakness. Given that the project site is not part of the Alquist-Priolo Earthquake fault zone and no identified active faults traverse the site, there is no expectation that the site will be vulnerable to fault rupture. The nearest fault with surface rupture is the Healdsburg Rodgers Creek Fault. Through the Healdsburg-Rodgers Creek Fault is no longer formally designated as an Alquist-Priolo Zone, the area of fault rupture is located approximately 1.5 miles northeast of the project site. Given the distance of the project site from this area of fault rupture, there is no risk of fault-related ground rupture during earthquakes within the limits of the site due to a known Alquist-Priolo Earthquake Fault Zone and no impacts due to fault rupture at the project site are expected.

7.7(a. ii) (Ground-Shaking) Less Than Significant Impact: The site is located within Zone 9 of the Modified Mercalli Intensity Shaking Severity. As such, the project site, like the City of Healdsburg and greater Bay Area region, holds potential to expose people or structures to substantial adverse effects resulting from strong seismic ground shaking. The resulting vibrations will likely cause primary damage to proposed buildings and

improvements with secondary effects being ground failures in loose alluvium or poorly compacted fill. Both the primary and secondary effects pose a potential risk of loss of life or property.

The intensity of earthquake motion will depend on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. As stated in the Geotechnical Investigation, the site contains a thin layer of artificial fill underlain by native alluvial soils generally consisting of sandy clays, clayey sands, and clayey gravels and extending to the maximum depths explored of 50.5 feet.

Though the site will be subject to violent shaking during a seismic event along active faults proximate to the site, conformance with the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) which establishes standards to ensure that potential impacts from seismic shaking are less than significant.

7.7(a. iii) (Seismic-Related Ground Failure/Liquefaction) Less Than Significant Impact: Liquefaction is a phenomenon associated with fine-grained, loosely-packed sands and gravels subjected to ground shaking as a result of seismic activity. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground shaking and response of soils underlying the site. As discussed in the General Plan EIR, areas underlain by saturated, unconsolidated, granular sediments are at the highest risk of liquefaction. As shown on Figure IV.G-3 of the General Plan EIR, the project site is located in an area susceptible to liquefaction.

To determine liquefaction potential of the site, the Geotechnical Investigation included borings drilled to depths of 50 feet below ground surface. Subsurface materials encountered during the geotechnical observations revealed soils exhibiting high relative densities and high fine clay content, which are not soils generally prone to liquefaction. Therefore, the study concluded that there is a low risk of seismically induced damage due to liquefaction, surface ruptures, and settlement.

As previously stated, the foundation and structural design for the proposed buildings will be required to comply with the latest CBC regulations as well as state and local standards for seismic safety. As such, potential impacts including the risk of loss, injury, or death involving seismic-related ground failure and liquefaction will be less than significant.

7.7(a. iv) (Landslide) No Impact: The risk of landslide is dictated by several factors including precipitation conditions, soil types, steepness of slope, vegetation, seismic conditions, and level of human disturbance. When certain conditions are present, landslides can be triggered as a result of seismic activity. Landslides have been known to occur on slopes within Healdsburg hillsides and Sonoma County, but are typically confined to slopes steeper than 15% and occur in areas underlain by geologic units that have demonstrated stability problems. The project site is located in Downtown Healdsburg on a relatively flat site, and is surrounded by low lying areas. Based on the site's flat topography, there will be no impacts resulting from loss, injury, or death involving landslides.

7.7(b) (Soil Erosion) Less Than Significant Impact with Mitigation: Development of the project will require site preparation and grading activities that have the potential to result in soil erosion or the loss of topsoil if not properly controlled. Water and wind serve as the primary catalyst of soil erosion, with steeper slopes intensifying the effects. Vegetation removal as part of the site preparation process as well as grading and ground disturbing activities associated with development can heighten the potential for and accelerate soil erosion.

To ensure compliance with the City's Grading and Erosion Control Ordinance, set forth in Chapter 17.36 of the Healdsburg Municipal Code as well as to reduce potential impacts related to soil erosion the project shall comply with, **Mitigation Measure GEO-1**, set forth below, which requires submittal of an erosion control plan that identifies measures to be implemented during construction and establishes controls for grading activity during the rainy season. With implementation of measure GEO-1, impacts resulting from erosion and loss of topsoil will be less than significant.

7.7(c) (Unstable Geologic Unit) Less Than Significant Impact: Lateral spreading, lurching, and associated ground failure can occur during strong ground shaking on certain soil substrate typically on slopes. Lurching generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep channel banks whereas lateral spreading generally occurs where liquefiable deposits flow towards a "free face," such as channel banks, during an earthquake.

The portion of the project site proposed for human occupation and development improvements is relatively flat and does not contain steep channel banks, slopes, or grade differentials. Though Foss Creek has steep banks that could be prone to lurching, the project is set back at such a distance that lateral spreading and lurching will not impact improvement. Therefore, potential impacts related to lateral spreading, lurching, and associated ground failure will be less than significant.

7.7(d) (Expansive Soils) Less than Significant with Mitigation: Typically, soils that exhibit expansive characteristics are found within the upper five feet of the ground surface. Over long-term exposure to wetting and drying cycles, expansive soils can experience volumetric changes. The adverse effects of expansive soils include damage to foundations, utilities and infrastructure, paved roads and streets, and concrete slabs. Expansion and contraction of soils, depending on the season and the amount of surface water infiltration, could exert enough pressure on structures to result in cracking, settlement, and uplift.

The Geotechnical Investigation found that the site is underlain by medium plasticity soils with a moderate expansive potential. **Mitigation Measure GEO-2** requires implementation of the recommendations set forth in the Geotechnical Investigation. Among other recommendations, the report recommends that the new slab-on-grade foundation be supported by a uniform layer of compacted engineered fill of at least 18 inches thick, extending laterally five feet beyond the edges of the foundation, and three feet beyond the edges of exterior flatwork. Implementation of measure GEO-2 will reduce potential impacts from expansive soils to less than significant.

7.7(e) (Septic Tanks) No Impact: The proposed project will connect to the existing sanitary sewer system that conveys effluent to the City's wastewater treatment facility. There are no onsite septic tanks or alternative wastewater treatment facilities proposed as part of the project. Therefore, there will be no impacts due to the disposal of wastewater where sanitary sewers are not available.

7.7(f) (Paleontological Resources) Less Than Significant with Mitigation: The Healdsburg General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the project site. There is a low potential for paleontological resources to be present on the project site. Nevertheless, the potential remains for the discovery of buried paleontological resources. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, **Mitigation Measure GEO-3**, as set forth below, shall be implemented. GEO-3 will ensure that proper procedures are followed in the event of a paleontological discovery; thereby reducing potential impacts to levels below significance.

Mitigation Measures:

GEO-1: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the Building Department. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Healdsburg's Grading and Erosion Control Ordinance, Chapter 17.36 of the Healdsburg Municipal Code). These plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site.

GEO-2: All applicable recommendations set forth in the Design Level Geotechnical Investigation prepared by PJC & Associates, dated December 15, 2022, for the subject property, including, but not limited to recommendations related to grading, drainage, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plans, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the project and to the satisfaction of the City of Healdsburg City Engineer.

GEO-3: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.

7.8. Greenhouse Gas Emissions

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

Sources: Healdsburg 2030 General Plan; General Plan EIR; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines 2017; Sonoma County CAP 2020 and Beyond, Sonoma Climate Mobilization Strategy, March 2021, RCPA.

Greenhouse Gas Setting:

Greenhouse gases (GHGs) are generated naturally from geological and biological processes as well as through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_3), chlorofluorocarbons, hydrofluorocarbons, and perfluorocarbons.

While GHGs are emitted locally, they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHGs at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by

2020. Executive Order (EO) S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. EO S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been enacted, which seeks to curb GHGs by reducing urban sprawl and limiting vehicle miles traveled.

The City of Healdsburg has adopted several regulations at the local level to address GHG emissions. Resolution 78-2002 was adopted by the City Council in 2002 and authorized the City of Healdsburg to become a member of Cities for Climate Protection (CCP), a project of the International Council on Local Environmental Initiatives (ICLEI). In October 2008 the City Council adopted an action plan which consists of 15 measures related to building efficiency, photovoltaic systems, pump efficiency, and fleet vehicle and fuel alternatives which are expected to result in a 22.9 percent reduction in municipal GHG emissions or 326 tons of CO2. In November 2008, the City Council adopted Resolution 141-2008, which approved the City's participation in the development of a Regional Climate Protection Coordination Plan, resulting in the creation of the Regional Climate Protection Authority.

In July 2016 the RCPA adopted the Sonoma County Climate Action Plan (CAP) 2020 and Beyond with the goal of reducing county-wide emissions to 25 percent below 1990 levels by 2020. The CAP includes a series of measures to be adopted by cities and agencies in Sonoma County to reduce GHG emissions from the energy, transportation, land use, and other economic sectors. The CAP identifies specific GHG measures for every city within the county based on individual General Plans. In March 2018 the Healdsburg City Council adopted, by Resolution No. 16-2018, specific focus areas of the Climate Action 2020 and Beyond plan - 1) Low-Carbon/No Carbon Transportation, 2) Increased Renewable Energy, 3) Lowering of Water Related GHG Emissions, and 4) City Planning and Land Use. Most recently, in March 2021, the RCPA adopted the Sonoma County Climate Mobilization Strategy to build upon the CAP with a more ambitious goal of achieving 40 percent below 1990 levels by 2030 and achieving carbon neutrality in Sonoma County using an equity-centered process.

As mentioned in section 7.3 Air Quality, the City of Healdsburg, though located within the Northern Sonoma County Air Pollution Control District, the City has elected to rely on the BAAQMD CEQA Air Quality Guidelines, which includes thresholds of significance for greenhouse gas emissions. The thresholds were established in May 2010 and updated in May 2017, and most recently BAAQMD published updated GHG thresholds in April 2022 for land use projects. The new thresholds establish that a project is considered to have a less-than-significant impact due to GHG emissions if it is consistent with a local GHG Reduction Strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b), or meets the following design elements:

1. Buildings:
    a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
    b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

2. Transportation:
    a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA
    b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

Greenhouse Gas Emissions Impact Discussion:

7.8(a) (Significant GHG Emissions) Less Than Significant Impact: The proposed project will result in the generation and emission of GHGs during construction and at operation. Project construction activities are anticipated to occur over an approximately 12-month period, with operation of the community pavilion anticipated to begin in 2024. Given that the project proposes adaptive reuse with minimal construction and no expansion of the existing building, construction and operational GHG emissions are not quantified, but rather are discussed qualitatively.

Construction GHG Emissions

Construction of the project will result in GHG emissions from operation of construction equipment, worker trips to and from the site, material delivery and hauling, and paving of the parking lot. Construction GHG emissions are short-term and will cease once construction is complete. The BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities. Rather, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction. The project will not result in an expansion of the existing 13,300 square foot structure, will not require extensive site preparation as the site is already graded, nor will the project result in extensive material transport as no major grading or demolition is proposed. Furthermore, with incorporation of BAAQMD BMPs as set forth in Mitigation Measure AQ-1, the project will result in less than significant impacts associated with construction GHG emissions.

Operational GHG Emissions

The project site will be used as a venue for weekly farmer's markets, public, and private events. Site users may utilize the site's electrical utilities, cold kitchen, and bathrooms. Events occurring at night will make use of the LED lighting in the structure and parking lots. The project will replace older, less energy efficient fixtures of the industrial building to be in accordance with the latest California Building Code and Title 24 standards including energy efficient building techniques and energy efficient appliances. Relative to the existing building, the project will result in reduced energy consumption at operation.

The project is consistent with BAAQMD's thresholds for land use projects for buildings in that it will not include natural gas appliances or natural gas plumbing and will not result in wasteful use of energy as analyzed above in Section 7.6 Energy. The project will be consistent with Title 24 building efficiency standards, will comply with the California Energy Commission's standards for lighting efficiency, and will comply with local outdoor lighting standards. The project is not a residential, office, or retail projects and as a public facility it will not be in continuous use. As discussed further in Section 7.17 Transportation, the project will not result in significant VMT impacts and will be required to comply with off-street electric vehicle (EV) requirements in the most recently adopted version of CALGreen Tier 2. Based on the project's consistency with BAAQMD's thresholds for land use projects, impacts resulting from GHG emissions at project operation will be less than significant.

7.8(b) (Conflict with GHG Plan) Less than Significant Impact: The project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with applicable GHG reduction plans, policies, or regulations. The project is subject to compliance with SB 32, CARB's 2017 Scoping Plan, Sonoma County's CAP and Climate Mobilization Strategy, and the City's applicable goals. SB 32 is a statewide reduction goal aimed at reducing emissions to 40 percent below 1990 levels by 2030. CARB's 2017 Scoping Plan sets a framework for the State to meet the reduction targets of SB 32. The project proposes adaptive reuse of an existing building and though there are no strategies specifically applicable to the project, the project will not conflict with the overall goals of SB 32 and the 2017 Scoping Plan.

Sonoma County CAP and Climate Mobilization Strategy

The project incorporates several of the recommended measures of the Sonoma County CAP which include adoption of Title 24 building standards (Measure 1-S1), compliance with the California Energy Commission's standards for lighting efficiency (Measure 1-S2), local outdoor lighting standards (Measure 1-L2), and shade tree planting in the parking lot and along the street frontage (Measure 1-L3). The project also encourages pedestrian access from the downtown and is near the Foss Creek bike and pedestrian trail. As such, the project does not conflict with the Sonoma County CAP. The following Objectives of the Climate Mobilization Strategy are applicable to the project:

- 1.1 Develop a date-certain, funded, and phased retrofit requirement for existing buildings to transition to all-electric and improve their overall energy efficiency:
    - Adopt a requirement to retrofit 25 percent of all residential and commercial buildings to enhance energy efficiency and convert to all-electric by 2030 and the remaining 75 percent by 2050.
    - Adopt a requirement to retrofit all municipal buildings to enhance energy efficiency and convert to all-electric by 2030.
- 2.2 Achieve 100 percent carbon-free electricity in municipal buildings by 2030 through a combination of Sonoma Clean Power Evergreen, City of Healdsburg Green Rate, and onsite solar plus battery storage.

As proposed, the project does not include the use of natural gas and as such is consistent with the Sonoma County CAP and Climate Mobilization Strategy.

Conclusion

The project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts of the project will be less than significant.

Mitigation Measures: None required.

7.9. Hazards/Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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 of public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	☐	☐	☒	☐

Sources: Healdsburg 2030 General Plan; General Plan EIR; Phase I & II Environmental Site Assessment, prepared by EBA Engineering, February 18, 2016; Memorandum of Project Status, prepared by EBA Engineering, July 11, 2022; and 2018 Local Hazard Mitigation Plan, prepared by Michael Baker International, adopted January 2019.

Hazards/Hazardous Material Setting:

The California Department of Toxic Substances Control (DTSC) defines a hazardous material as "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed." Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State, and local governmental agencies. Pursuant to the Planning and Zoning Law, DTSC maintains a hazardous waste and substances site list, also known as the "Cortese List."

Hazardous waste management in the City of Healdsburg is administered by the Sonoma County Waste Management Agency (SCWMA) through the Countywide Integrated Waste Management Plan. The Consolidated Unified Protection Agency (CUPA), under the direction of the Healdsburg Fire Department, manages the acquisition, maintenance, and control of hazardous waste for all activities within the city.

In 2005 the Association of Bay Area Governments (ABAG) released "Taming Natural Disasters", which acts as a multi-jurisdictional local hazard mitigation plan for the San Francisco Bay Area. The intent of the plan is to enhance disaster resilience throughout the region, pursuant to the Disaster Mitigation Act of 2000. The Plan

was updated in 2010 and has since been approved by the Federal Emergency Management Agency (FEMA) and formally adopted by ABAG.

The City of Healdsburg's 2018 Local Hazard Mitigation Plan (LHMP) complies with the Federal Disaster Mitigation Act of 2000 by demonstrating a commitment to increasing disaster resilience within the City's jurisdiction. As required by the Disaster Mitigation Act, the City of Healdsburg updates the Plan once every five years and performs on-going monitoring, as described in Section 8.2 of the LHMP. The latest Local Hazard Mitigation Plan was adopted in January 2019 and amended in February 2022 to include a Community Wildfire Protection Plan (CWPP).

The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. CAL FIRE's Statewide and County maps (adopted November 2007) depict Fire Hazard Severity Zones (FHSZs) that are within the State Responsibility Area (SRA). The SRA is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership. The FHSZs in the SRA are further classified as having a Moderate, High, or Very High hazard severity.

In addition, CAL FIRE has prepared and transmitted recommendations for Very High FHSZs in areas where local governments have financial responsibility for wildland fire protection, known as Local Responsibility Areas (LRAs). As shown in Figure 4.13 of the LHMP, areas designated as high and moderate fire hazard severity are located along the eastern city boundary extending south to the Russian River.

Phase I & II Environmental Site Assessment

EBA Engineering prepared a Phase I & II Environmental Site Assessment (ESA) on February 18, 2016, in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 (**Appendix F**). The ESA discusses the Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), and environmental conditions of the project site. The Phase I ESA reviewed past and present land uses for indications of hazardous substances, evaluated the potential for on-site soil and groundwater contamination, developed findings and recommendations, and recommended preparation of a Phase II ESA to evaluate whether contamination and hazards were present at the locations identified in the Phase I ESA. Subsequently, EBA Engineering conducted additional analysis onsite as detailed in the Subsurface Investigation Work Plan, dated February 8, 2022.

2016 Phase I ESA

Underground Storage Tanks:

As noted in the Assessment, the site has a history of practices and activities of environmental concern and as such is listed on several regulatory databases. Information available from the North Coast Regional Water Quality Control Board (NCRWQCB) indicates that a 500-gallon underground storage tank (UST) was removed from the northeast side of the warehouse building in June 1990. Upon removal of the UST, soil samples indicated the presence of petroleum hydrocarbons in the soil. As such, soil excavation was performed in July 1990 covering an area of approximately 230 square feet to a depth of 8.5 feet. Soil excavated as part of the remediation effort was successful, however, impacted soil located beneath the existing warehouse building west and north of the remediation area was not removed due to inaccessibility. In addition to soil samples, a sample of groundwater that seeped into the excavation pit was taken and indicated contamination from the UST.

Between 1993 and 1994 additional soil and groundwater samples were collected downgradient toward Foss Creek, adjacent to, and southwest of the location of the previously removed UST. Results of the samples determined that no contamination was present downgradient toward Foss Creek, moderate concentrations of soil and groundwater contamination were present immediately adjacent to the location of the former UST, and no contamination was present 70 feet southwest of the location of the former UST. Based on site investigations between 1990 and 1994, it was determined that the extent of contamination onsite was adequately defined and confined to inaccessible areas beneath the existing building and as such, the regulatory case was issued a conditionally closed letter by the NCRWQCB in February 1997.

As part of the Assessment, EBA reviewed historical photographs of the site and identified a photograph from 1955 or 1956 showing what appeared to be a vehicle fuel dispenser and associated vent piping approximately 125 feet south of the known UST that was removed as part of the remediation efforts discussed above. Based on the distance of the fuel dispenser from the known UST, EBA determined that it was unlikely that the UST supplied the fuel dispenser.

Prior Uses:

The site was used from approximately 1975 – 2006 by Purity Chemical Product Company for sales and storage of herbicides, pesticides, fertilizers, and pool chemicals. As a result of the operations onsite during this time, the site is also listed on the RCRA-SQG and FINDS databases as being a small quantity generator of hazardous materials and/or wastes. Information available at the Healdsburg Fire Department indicated that the facility was inspected periodically between the mid-1970's to 2006 when operations ceased. No violations or concerns were noted and as such, the site's listing on these regulatory databases does not indicate an environmental risk.

Nearby Hazardous Sites:

The Phase I ESA identified several nearby sites listed in regulatory agency databases as having environmental concerns. However, all sites were identified as posing minimal threats to the subject property.

Other Observations:

Based on the age of the structure, it was assumed that asbestos and lead-based paint may be present. Survey results concluded that both asbestos and lead-based paint are present in several locations at the project site.

2016 Phase II ESA

Based on the RECs identified as part of the Phase I ESA, a Phase II ESA was conducted to achieve the following:

- **Determine if there is or was a second UST and/or buried piping near the southeast corner of the warehouse;**
  To determine whether a second UST was present onsite, a geophysical survey was conducted. The survey consisted of the use of metal detector, ground penetrating radar, and electromagnetic line-locating to identify evidence of magnetic anomalies. Results of the survey did not indicate the presence of an additional UST, vent piping, or other features that would indicate such a structure was present.

- **Collect soil, groundwater, and soil vapor samples in the vicinity of the known former UST located at the northeastern portion of the building to verify existing conditions;**
  Results of the subsurface investigation identified gasoline range organic compounds at a concentration of 17 milligrams per kilogram (mg/kg) at a depth of 14 feet beneath the concrete slab surface and

Tetrachloroethene at a concentration of 54.6 micrograms per kilogram (ug/kg). All other analytes were below the laboratory detection limit.

- **Collect soil, groundwater, and soil vapor samples in the vicinity of the suspected UST and fuel dispenser at the southeast corner of the warehouse;**
  Visual observations in the location of the suspected UST indicated a release of petroleum hydrocarbons. Additionally, select soil samples exhibited soil discoloration and gasoline odors at depths of 8 to 12 feet below ground surface. Further subsurface investigations identified that petroleum hydrocarbons were generally present at depths of 6 to 13 feet below ground surface. At two soil sample locations, gasoline range organics (GRO) were present at concentrations ranging from 283 to 925 mg/kg, diesel range organics at concentrations ranging from 32 to 39 mg/kg, and several gasoline-related volatile organic compounds (VOCs) were also detected.

- **Assess the quality and content of the fill material beneath the warehouse; Assess the quality and content of the native soil beneath the warehouse at the fill material/native soil interface; Assess shallow soil to the west and east of the warehouse at suspected material loading/unloading zones; Assess the condition of soil and groundwater at the northern property boundary adjacent to the former Shell-branded bulk fuel plant located directly north of the project site;**
  Composite soil samples were taken under the existing concrete floor of the warehouse building, and from areas east and west of the existing structure. Samples exhibited no detectable concentrations of SVOCs or VOCs, metals detected were at levels considered background for the area, pH values were at normal values, and soil samples did not exhibit elevated levels of reactivity, corrosivity and ignitability (RCI).

- **Assess sub-slab vapor conditions beneath the warehouse concrete slab;**
  Results of soil vapor and sub-slab vapor samples found low concentrations of several fuel related VOCs associated with gasoline adjacent to the area of the former UST and a significant concentration of PCE at the location of the suspected UST.

- **Assess the surface of the warehouse concrete slab; and**
  Results of samples taken from the concrete slab surface indicate the presence of low of butyl benzyl phthalate, bis (2ethylhexyl) phthalate, and several metals including arsenic and copper, which are likely associated with past storage of herbicides and pesticides at the project site.

- **Assess indoor air conditions within the warehouse.**
  Results of indoor air samples indicate the presence of several VOCs, however, VOCs detected in indoor samples were also detected in outdoor samples and as such, it was determined that the source of these VOCs were from nearby vehicle traffic and other activities with the exception of perchloroethylene (PCE) which was detected at a concentration of 0.163 micrograms per cubic meter, which is below the screening level of 2.08 micrograms per cubic meter.

2022 Phase II ESA

Following preparation of the 2015 Phase II ESA, EBA Engineering conducted additional analysis onsite to determine the presence and extent of hazardous materials. A summary of the findings of the 2022 ESA are as follows:

- PCE was present five feet below ground surface at concentrations ranching from 2.15 to 12.7 micrograms per kilogram with the highest concentration occurring offsite within the North Street right-of-way.
- PCE detected at the southeast portion of the site may be due to a historical leak from an abandoned sewer line.
- No groundwater contamination was detected.

- Unlike the 2015 Phase II ESA, the 2022 Phase II ESA did not detect fuel related VOCs and total petroleum hydrocarbons in soil and groundwater samples collected in the vicinity surrounding the suspected UST.
- Concentrations of VOCs detected in indoor and outdoor air do not exceed applicable established human health risk screening criteria and are typical of the urbanized area in which the site is located.

Based on the findings presented in the 2022 Phase II ESA, EBA Engineering concluded that the original recommendations contained in the 2016 Phase II ESA remained appropriate to address potential threats to human health or the environment. Information was sent to the NCRWQCB, who concurred that the recommendations provided in the 2016 and 2022 Phase II ESAs were appropriate. The following provides additional information regarding impacts and recommendations to address hazardous materials onsite.

Hazards/Hazardous Materials Impact Discussion:

7.9(a) (Routine Transport, Use, or Disposal) Less Than Significant Impact: Site preparation and construction activities will result in the temporary presence of potentially hazardous materials including, but not limited to, fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite. Although these potentially hazardous materials may be present onsite during construction, the project is required to comply with all existing federal, state, and local safety regulations governing the transportation, use, handling, storage, and disposal of potentially hazardous materials. Once construction is complete the project will not include ongoing use or generation of hazardous materials onsite. Therefore, the impact of 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 during project operation will be less than significant.

7.9(b) (Upset and Accident Involving Release) Less Than Significant Impact with Mitigation: As detailed in the Phase I & Phase II ESA prepared for the project, an asbestos and lead inspection report was prepared to determine the presence or absence of such materials in the existing building. As detailed in Appendix H of the Assessment, asbestos and lead were detected. As such, prior to renovation/rehabilitation activities proposed by the project, the applicant shall comply with **Mitigation Measure HAZ-1**, which requires abatement of asbestos and lead-based paint in compliance with recommendations set forth in the Pre-Renovation/Demolition Asbestos & Lead Inspection Report prepared by NorBay Consulting and dated October 20, 2015. Compliance with measure HAZ-1 will ensure that impacts associated with upset and accidental release of asbestos and lead-based paint will be less than significant.

7.9(c) (Emit or Handle Hazardous Material within ¼ Mile of Sites) No Impact: The project site is not located within a quarter mile of a school. The nearest school, Healdsburg Junior High School, is located approximately one-half mile northeast of the project site. There are no activities associated with the proposed project that would pose a threat to schools from the release or handling of hazardous materials. Therefore, the project would not result in risk of exposure to existing or planned schools as a result of development and no impacts related to the emission or handling of hazardous, or acutely hazardous materials within one-quarter mile of an existing or proposed school are expected.

7.9(d) (Existing Hazardous Material Sites) Less Than Significant Impact with Mitigation: As part of the Phase I ESA, EBA Engineering, conducted a search of available environmental records, which concluded that the project site is listed on several databases as a hazardous materials site, however, the site received a case closure letter from the NCRWQCB in 1997. Though the case is closed, EBA identified additional contaminants in soil near the former UST, suspected UST, indoor air, and on the existing concrete slab. As part of the project referral process, EBA Engineering contacted the NCRWQCB on behalf of the applicant to present findings and recommendations of the 2016 and 2022 Phase II ESAs. The NCRWQCB responded confirming that EBAs recommendations are adequate. As such, to mitigate potential impacts of the project as a result of being

located on a site containing hazardous materials, the applicant shall comply with **Mitigation Measure HAZ-2**, which requires preparation of a Soil and Groundwater Management Plan and Health and Safety Plan. At a minimum, the Soil and Groundwater Management Plan shall incorporate all recommendations contained in the 2016 and 2022 Phase II ESAs prepared by EBA Engineering. With implementation of measure HAZ-2, impacts resulting from the project's location on a site containing hazardous materials will be less than significant.

7.9(e) (Public Airport Land Use Plans) No Impact: The project is not located within the boundaries of an airport land use plan nor is it located in direct proximity to a private airstrip. The nearest airport is the Healdsburg Municipal Airport located approximately 3miles northwest of the project site. Therefore, no impacts associated with airport-related hazards will result from the proposed project.

7.9(f) (Impair Emergency Response Plan) No Impact: None of the proposed site improvements are expected to impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project includes adequate onsite access to accommodate emergency vehicles, including adequate driveway/drive aisle width and turning radii.

California has developed an emergency response plan to coordinate emergency services by federal, state, and local government, including responding to hazardous materials incidents. The State Office of Emergency Services (OES) employs a Hazardous Materials Division, which enforces multiple programs that address hazardous materials. The proposed project does not include any elements that would interfere with an adopted emergency or evacuation plan and as such no impacts are anticipated.

7.9(g) (Wildland Fire Hazards) Less Than Significant Impact: Wildland fires are of concern particularly in expansive areas of native vegetation of brush, woodland, and grassland. The project site is located within the City's UGB and surrounded by roadways and existing developments. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides.

The Healdsburg Fire Department is responsible for protecting life, property, and the environment from fire and supports and maintains programs in fire prevention, disaster preparedness, hazardous materials management, public education, and weed abatement. The City operates one fire station, located at 601 Healdsburg Avenue. As further discussed in 7.15 Public Services, the project site is well served by the existing fire station. Based on the site's location outside of a designated fire hazard zone and the proximity of the site to the existing fire station, impacts related to the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires will be less than significant.

Mitigation Measures:

HAZ-1: To avoid potential impacts related to the release of asbestos-containing materials or lead-based paint, abatement of such materials shall be conducted in compliance with recommendations set forth in the Pre-Renovation/Demolition Asbestos & Lead Inspection Report prepared by NorBay Consulting, dated October 20, 2015. Requirements set forth by the Occupational Safety and Health Administration (OSHA) AHERA requirements, lead standard contained in 29 CFR 1910.1025 and 1926.62, and any other local, state, or federal regulations shall be complied with throughout abatement. Treatment, handling, and disposal of these materials shall adhere to all requirements established by OSHA and other agencies.

HAZ-2: To avoid a potential impact related to hazardous materials the applicant shall prepare and implement a Soil and Groundwater Management Plan and Health and Safety Plan. At a minimum, the Soil and Groundwater Management Plan shall include methods for achieving the recommendations set forth in the 2016 Phase II environmental site assessment (ESA) prepared by EBA Engineering. As provided therein, the Plan shall address the following:

- Remediate, to the extent feasible, contaminated soil identified in the area of the former underground storage tank located on the northeast side of the existing warehouse building.
- In the event that an additional underground storage tank is identified at the southeast corner of the existing building during project construction activities, contact the North Coast Regional Water Quality Control Board to establish protocols for removal.
- Remediate, to the extent feasible, petroleum hydrocarbons in the area surrounding the suspected underground storage tank.
- Remediate, to the extent feasible, the concrete slab to remove residual concentrations of metals. Alternatively, the existing concrete slab may be replaced to remove residual concentrations of metals.
- Include vapor mitigation barrier and trench plugs for all utility conduits entering the existing building.

The Health and Safety Plan shall comply with all local, State, and federal regulations governing hazardous materials and shall include, at a minimum, the following information:

- Facility description including availability of resources such as roads, water supply, electricity, and telephone service;
- Description of the known hazards and evaluations of the risks associated with the incident and with each activity conducted, including, but not limited to, exposure to contaminants;
- List of key personnel and alternates responsible for site safety, response operations, and protection of public health;
- Delineation of work area;
- Description of levels of protection to be worn by personnel in work area;
- Establishment of procedures to control site access;
- Description of decontamination procedures for personnel and equipment;
- Establishment of site emergency procedures;
- Emergency medical care for injuries and toxicological problems;
- Description of requirements for an environmental surveillance program;
- Routine and special training required for responders; and
- Establishment of procedures for protecting workers from weather-related problems.

7.10. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

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

Sources: Healdsburg General Plan 2030; General Plan EIR; and Geotechnical Investigation, prepared PJC & Associates, Inc., December 15, 2022.

Hydrology and Water Quality Setting:

The City of Healdsburg has two main sources of surface water including the Russian River and Foss Creek. The Russian River runs along the eastern limits of the City's Sphere of Influence (SOI) and extends from Mendocino County, through Sonoma County, and ultimately drains to the Pacific Ocean near Jenner. Foss Creek originates at the northeast portion of the SOI, runs north-south parallel to the Northwestern Pacific Railroad, travels through a series of detention basins and engineered channels, and ultimately drains into the Russian River south of the City. The entirety of the City is within the Russian River Watershed, which encompasses an approximately 2,447 square mile area within Mendocino and Sonoma counties.

As shown in Figure IV.1-2 of the General Plan EIR, the majority of the City, including the project site are within the dam inundation area of the Warm Springs Dam and Coyote Valley dam. Located 10 miles northwest or the city, the Warm Springs Dam provides flood control for the lower Russian River. Coyote Dam is an earthen

dam located on the East Fork of the Russian River above Ukiah. Failure of this dam could inundate the southern portion of the city with water travelling down the Russian River.

Surface water quality is regulated by the North Coast Regional Water Quality Control Board (RWQCB) via the Water Quality Control Plan for the North Coast (Basin Plan). The RWQCB is responsible for implementing Section 401 of the Clean Water Act through the issuance of a Clean Water Certification when development includes potential impacts to jurisdictional areas such as creeks, wetlands, or other Waters of the State. The project includes a request for a variance to encroach within the 35-foot setback from the top of bank of Foss Creek, which is considered a jurisdictional feature. Encroachment within the 35-foot setback is limited to the proposed vehicular drive aisle, and accounts for approximately 120 square feet in an area currently used as parking in the gravel parking lot

The proposed project is subject to the RWQCB Municipal Regional Stormwater NPDES Permit (municipal separate stormwater system "MS4"), Order No. R1-2015-0030, NPDES Permit No. CA0025054.[19] As part of a medium MS4, Healdsburg is required to maintain authority within its boundaries to control discharges to the MS4 through ordinance, statute, permit, contract, or similar means. Such control is maintained by enforcing Chapter 13.28 of the Healdsburg Municipal Code (Urban Storm Water Quality Management and Discharge Controls).

Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0005-DWQ) from the State Water Resources Control Board.[20] Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. The proposed project will result in less than one acre of disturbance and is therefore not subject to the aforementioned regulations.

Further, development projects in the City of Healdsburg that create or replace 10,000 square feet or more of impervious area are subject to the City's Low Impact Development (LID) Technical Design Manual. LID strategies include draining impervious surfaces to landscaped areas, such as the use of bio-retention[21] features to capture runoff and encourage infiltration onsite, thereby decentralizing stormwater treatment and integrating it into the overall site design.

As shown on the development plans prepared for the project, a bioretention basin will be installed and will collect runoff from impervious surfaces through a private storm drain system, which connects to the public storm drain system in North Street. Consistent with the City of Healdsburg Low Impact Development Technical Design Manual, the stormwater system will be required to capture 100% of runoff generated from a one-inch rain event in a 24-hour period.

---

[19] California Regional Water Quality Control Board North Coast Region NPDES Permit, Order No. R1-2015-0030, NPDES Permit No. CA0025054, October 8, 2015, https://www.waterboards.ca.gov/northcoast/board_decisions/adopted_orders/pdf/2015/151008_0030_phaseIpermitrenewal.pdf accessed February 2020.

[20] State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed August 29, 2018.

[21] Bio-retention areas function as a soil and plant-based filtration and infiltration feature that removes pollutants through natural physical, biological, and chemical treatment processes.

The City of Healdsburg collects Public Works Development Impact Fees to ensure that new development does not result in a deterioration of existing service levels including the storm drain system. The fees provide for the ongoing maintenance and expansion of the City's storm drain system as planned for in the City's Capital Improvement Program. The project will be required to pay all new development fees, as applicable.

The Federal Emergency Management Agency's (FEMA's) flood hazard mapping program provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, FEMA defines floodplain and floodway boundaries that are shown on the Flood Insurance Rate Maps (FIRMs). A Letter of Map Revision (LOMR), effective August 19, 2010 and updated January 29, 2020, was issued for the areas of the project site adjacent to Foss Creek, revising the Special Flood Hazard Area (SFHA), the 100-year floodplain, the regulatory floodway, and the Base Flood Elevations (BFEs) along Foss Creek. [22]

THE MAJORITY OF THE PROJECT SITE IS DESIGNATED BY FEMA AS AN AREA OF MINIMAL FLOOD HAZARD, ZONE X, AS DELINEATED ON MAP 06097C0551E.[23] AREAS WITHIN ZONE X ARE NOT WITHIN AN AREA OF SPECIAL FLOOD HAZARD AND IS SUBJECT TO A 500-YEAR FLOOD EVENT, IDENTIFIED AS AN AREA THAT HAS A 0.2 PERCENT CHANCE OF BEING FLOODED IN A GIVEN YEAR. HOWEVER, AS THE SITE IS ADJACENT TO FOSS CREEK, EASTERN PORTIONS OF THE SITE REMAIN WITHIN ZONE AE (

[22] LOMR effective August 19, 2010 for the Foss Creek area Available at: https://www.ci.healdsburg.ca.us/353/Floodplain-Mapping
[23] FEMA Flood Map Service Center, FIRM Map 06097C0551E, https://msc.fema.gov/portal/search, Accessed October 20, 2022

Figure 6). Areas designated Zone AE are defined as those that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. These areas are also referred to as the base flood or 100-year flood.

FIGURE 6: FEMA FLOOD MAP

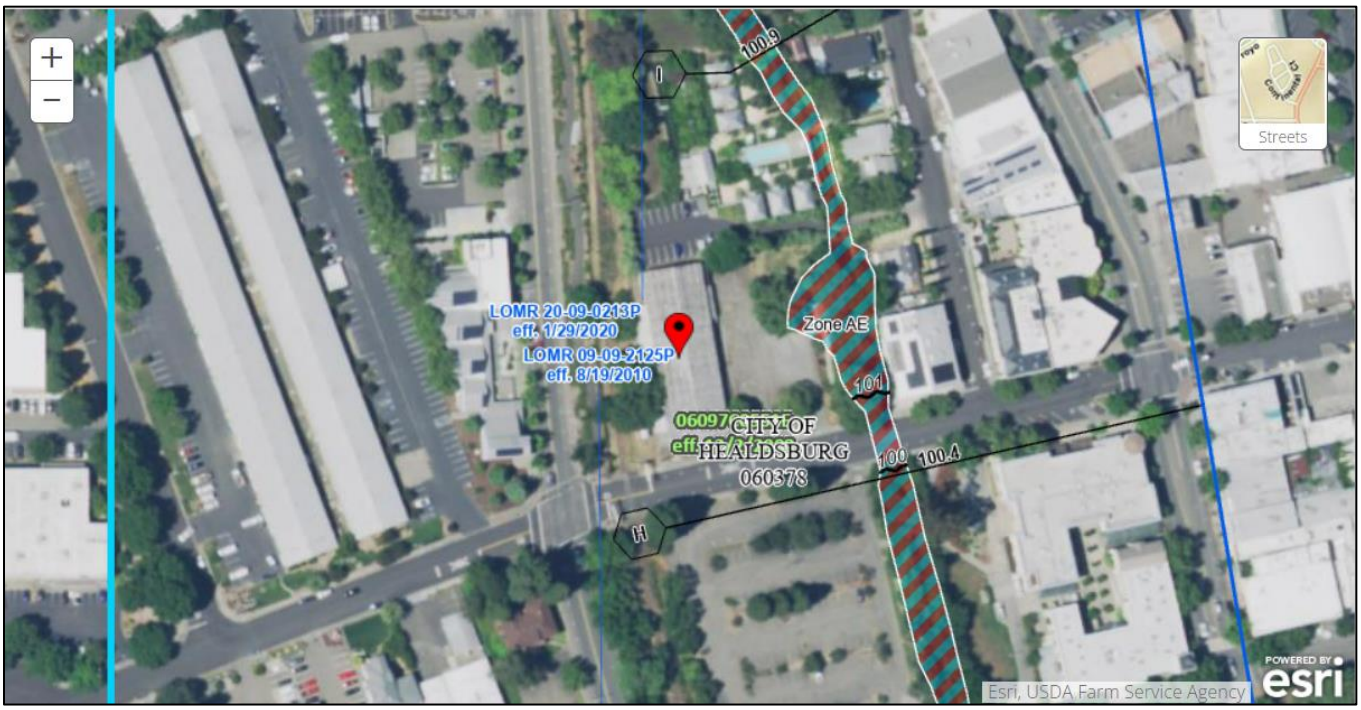


Figure 6: National Flood Hazard FIRMette depiction of the project site (red pin) with segments of the Foss Creek floodway, Zone AE (green and red hatching), shown on the eastern portions of the property.

The project requests a variance is to allow encroachment within the established 35-foot riparian setback from the top of the existing bank of Foss Creek pursuant to Section 20.24.090 (Riparian Setback Standards) of the Healdsburg Municipal Code. As shown on development plans, encroachment within the 35-foot setback is limited to the proposed vehicular drive aisle, and accounts for approximately 120 square feet. It is noted that encroachment in this area currently exists and is used for parking in the gravel parking lot.

Hydrology and Water Quality Impact Discussion:

7.10(a) (Violations of Water Quality Standards) Less Than Significant Impact: Construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of potential pollution associated with construction include fuel, grease, oil and other fluids, concrete material, sediment, and litter. These pollutants have the potential to result in impacts due to chemical contamination from the presence of construction equipment and materials that could pose a hazard to the environment or degrade water quality if not properly managed.

To ensure proper controls and treatments are in place to prevent pollutants from entering storm water runoff, the project shall comply with Chapter 17.36 of the City's Municipal Code, which sets forth the requirement for an erosion and sediment control plan for sites less than one acres to ensure potential adverse erosion, siltation, and contamination impacts will not occur during construction activities. Through compliance with the Chapter 17.36 of the HMC, the project's potential to result in a violation of water quality standards during construction will be reduced to less than significant.

At operation, stormwater runoff could degrade water quality via non-point contaminants such as oils, grease, and exhaust that settle onsite. As described above, the project incorporates features such as the use of permeable pavers in the parking areas, which filter water to perforated drains, and an area for bioretention and treatment for impervious runoff. New storm drain facilities will convey stormwater runoff from impervious surfaces introduced by the project to the retention basins for treatment prior to discharge into the City's storm drain system. As discussed above, the project will be required to comply with the City's requirements related to stormwater runoff as detailed in the City of Healdsburg's Low Impact Development (LID) Technical Design Manual to ensure adequate protection of water quality at operation. The proposed project will not result in any other discharges, including wastewater discharges that will affect water quality and as such, the project will have a less than significant impact to water quality at operation.

7.10(b) (Groundwater Supply and Recharge) Less Than Significant Impact: Potable water for all onsite water needs including indoor use and outdoor irrigation will be accommodated via installation of a new water line and will connect to the existing water main located within North Street. The site is currently developed as a warehouse and will be adapted to be a community pavilion. Water use associated with operation of the community pavilion will be limited to restrooms and landscape irrigation. The project's water demand is consistent with the City's overall water demand that has been anticipated by the Healdsburg General Plan 2030 and 2020 Urban Water Management Plan (UWMP). The proposed General Plan Land Use amendment to change the site from Downtown Commercial to Public and Quasi Public to accommodate the proposed project will result in a net decrease in water demands according to the Healdsburg 2020 Urban Water Management Plan reporting of past and project water demand by sector. As stated previously, the project incorporates permeable pavers, which lead to subsurface drains, and an area for bioretention and treatment for impervious runoff. Therefore, the project will not substantially increase water use, deplete groundwater supplies, or interfere with groundwater recharge and will have a less than significant impact to groundwater supplies and recharge.

7.10(ci-civ) (Drainage Pattern, Runoff and Storm Drain Capacity) Less Than Significant Impact: Currently, precipitation on the project site sheet flows to the public storm drain within North Street and to Foss Creek along the eastern portion of the site. The Project will introduce impervious surfaces onsite including pedestrian walkways and driveways. The parking area will include a mix of permeable pavers and impervious surfaces. Due to the use of permeable pavers, the project will result in a 14,125 square foot (0.3 acre) reduction in the site's overall impervious area. The project has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan (SUSMP) guidelines that require integration of LID measures.

New storm drainage infrastructure including storm drains and a bioretention basin will be installed to accommodate the increase in impervious surfaces resulting from development. As described above, the proposed project will be required to comply with the City of Healdsburg's standards to achieve the design goal of 100% volume capture from a one-inch rain event in a 24-hour period. As such, the project will not substantially increase the rate or amount of surface runoff as compared to existing conditions.

Storm water runoff will be similar to existing conditions, however, runoff resulting from an increase in impervious area will be retained in subsurface drains and bioretention facilities, where it will ultimately be conveyed to the existing storm drain facility located in North Street. As such, project construction will not substantially alter the existing drainage pattern on the site. Additionally, compliance with the LID Technical Design Manual will ensure that the proposed project will not substantially increase the rate or amount of surface runoff in a manner that will result in flooding on- or off-site. Therefore, impacts to the drainage pattern and storm drain system as a result of the proposed project will be less than significant.

7.10 (d) (Flood Hazards, Seiche, Tsunami, Mudflow) Less Than Significant Impact: The existing building is not located within a 100-year flood hazard area, however, a portion of the parking area is located within Zone AE, which is defined as the 100-year flood hazard area. The majority of the project site, including the existing structure to be rehabilitated as part of the project, is located in an area designated by FEMA as an Area of Minimal Flood Hazard, Zone X, as delineated on map 06097C0551E. According to this designation, the project site is subject to 500-year flooding and identified as an area that has a 0.2 percent chance of being flooded in a given year.

The project requests a variance to allow encroachment within the established 35-foot riparian setback from Foss Creek pursuant to Section 20.24.090 (Riparian Setback Standards) of the Healdsburg Municipal Code. As shown on development plans, encroachment within the 35-foot setback is limited to the proposed vehicular drive aisle. It is noted that encroachment in this area currently exists and is used for parking in the gravel parking lot. As stated above, portions of the existing and proposed parking area are located within the 100-year flood hazard area. As proposed, the project includes permeable pavers which will allow for increased infiltration of stormwater on the project site. Though inundation of a portion of the project site could occur during a 100-year flood event, the risk of release of pollutants as a result of such inundation would be similar to existing conditions. As such, impacts resulting from inundation of the project site will be less than significant.

7.10 (e). (Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plans) Less than Significant Impact: The project will not conflict with a water quality control plan or a sustainable groundwater management plan. As described above, compliance with the City's erosion control requirements will avoid erosion and sediment runoff during all stages of construction. During operation, the project site will be improved with a bio-retention basin and LID features that will minimize runoff, reduce sedimentation, and protect water quality. Therefore, the project will not result in a conflict with water quality control and impacts will be less than significant.

The City of Healdsburg's water supply is derived from surface water primarily through water rights. As such, the City does not currently pump from groundwater basins or aquifers. The City is currently studying the feasibility of constructing groundwater wells to increase resiliency during prolonged droughts, however, these locations are near the Russian River and Dry Creek floodplains. Therefore, the project will not conflict with the current groundwater management policies and impacts will be less than significant.

Mitigation Measures: None required.

7.11. Land Use and Planning

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

Sources: Healdsburg General Plan 2030; General Plan EIR

Land Use and Planning Setting:

The City of Healdsburg encompasses 3.7 square miles, with the UGB covering approximately 5.5 square miles. The City exhibits a wide range of existing land uses, including residential, commercial, industrial, public and institutional, and agricultural and open space uses. Of the total acreage within the City's Planning Area, residential land uses account for the largest share, totaling approximately half of the total area. Public and institutional land uses account for approximately one-tenth of the total acreage, including 99 acres of non-contiguous City-owned land outside the UGB. Commercial land uses account for approximately 6% of the total Planning Area.

The City owns approximately 275 acres within the Planning Area, including the project site as shown on Table IV.J-2 of the General Plan EIR. Most of this land is developed with large institutional and public uses such as the municipal airport, corporation yard, and wastewater treatment plant. However, the approximately 1.05-acre project site, known as the "Cerri property," is an underutilized site with development potential. While other underutilized City-owned properties have been developed for housing, the project site is currently designated for commercial use.

The project site has a General Plan Land Use designation of Downtown Commercial (DC) and is located within the Downtown Commercial (CD) Zoning District. To allow a public building, the site's General Plan Land Use and Zoning designations will be amended to Public/Quasi Public (PQP), and Public (P), respectively.

Land Use and Planning Impact Discussion:

7.11(a) (Divide An Established Community) No Impact: Division of an established community typically occurs when a new physical feature, such as an interstate or railroad, physically transects an area, thereby removing mobility and access within an established community. The division of an established community

can also occur through the removal of an existing road or pathway, which would reduce or remove access between a community and outlying areas.

The project proposes redevelopment of an underutilized site containing a 13,300 square foot warehouse building, informal gravel parking lot, and an approximately 4,500 square foot community garden along the eastern portion of the site. The existing community garden contains a pedestrian pathway adjacent to Foss Cross, which will be retained, and an additional access point to the garden and pathway will be provided at the northeast portion of the parking lot. The project site is located in downtown Healdsburg and surrounded primarily by other properties designated as DC land uses.

The project includes installation of a new driveway curb cut to increase vehicular access to and from the site, and additional pedestrian access to the existing Foss Creek pathway. Therefore, the project will not introduce a new physical feature that would divide an established community and there will be no impact resulting from the project.

7.11(b) (Land Use Plan, Policy, Regulation Conflict) Less Than Significant Impact: The proposed project is required to comply with the Healdsburg General Plan 2030 and the Healdsburg Land Use Code. The proposed project has been reviewed for consistency with established regulations as described below.

Healdsburg General Plan 2030

The proposed project will achieve several of the goals and policies set forth in the Healdsburg General Plan 2030. The project achieves Goal LU-A by focusing development within the City's UGB and thereby avoiding urban sprawl. The project fulfills Policy LU-A-2 by locating development on a site with existing water and sewer service. By locating a pedestrian-oriented pavilion in Downtown, the project is consistent with Goal LU-D as it will contribute to a pedestrian-oriented downtown that is the commercial and cultural center of Healdsburg. The unique public pavilion will add to the variety of uses in Downtown thereby avoiding an over-concentration of a single type of use, and, therefore, is consistent with Policies LU-D-2 and ED-B-2. The pavilion will host the Healdsburg Certified Farmers' Market, which will help support unique local vendors and business, thereby, in turn, enhancing the community's unique character consistent with Policy ED-B-3. By retaining the community garden and pathway adjacent to Foss Creek, the project is also consistent with Policy PS-1-1, which calls for as many Foss Creek path connections as feasible.

Because the existing warehouse is considered a historic resource, as documented by the Historic Resource Evaluation, prepared by Evans & De Shazo Archaeology and Historic Preservation, dated December 2021, historic review applies. As such, the project will preserve and renovate a historically significant structure consistent with Policy HCR-A-3 and enhance the visual appearance of Downtown consistent with Policy CD-B-3.

As previously stated, the site requires a General Plan Amendment to change the land use designation from DC to PQP to allow a public building use. In DC-designated areas, the maximum allowable floor-area ratio (FAR) for non-residential uses is 2.0, which is greater than the 1.0 maximum FAR allowed in PQP-designated area. The proposed project FAR is approximately 0.3, which complies with both the DC and PQP land use designations.

Land Use Code

The project site is zoned CD and requests a zone change to P to allow for establishment of the public building. While the overall intent of commercial districts includes appropriated located space for community facilities and institutions, the community facilities allowed within commercial districts are limited to public

information centers and public utility facilities. Therefore, a conditional use is required to allow the public building greater than 0.15 FAR per HMC Section 20.08.220.

The conditional use is subject to review by the Planning Commission pursuant to HMC Section 20.28.150, which will ensure the project is operated and maintained in a manner that is not detrimental to public health and safety or materially injurious to uses, properties or improvements in the vicinity.

Pursuant to HMC Section 20.08.210, the purpose of the P zoning district is to allow for establishment of public and quasi-public facilities and expansion of their operations. The proposed project will rehabilitate a city-owned warehouse structure and provide a community asset for events including the Healdsburg Certified Farmers' Market.

The zone change will not affect the minimum development standards that apply to the project. Per HMC Table 13, the CD zoning district does not require minimum lot dimensions or yards. Likewise, the P zoning district does not require minimum dimensional standards but is subject to design review pursuant to HMC Chapter 20.28, which include review against the City's design guidelines. The project site is in Character Area 5, Downtown Core. Key site design elements in Character Area 5 include building placement, orientation, entry connection, façade composition, roof form, materials, and scale. Historic review will ensure the existing integrity and key design elements are maintained because of the rehabilitation.

A voluntary lot merger is requested for the three parcels under common ownership ((APNs 002-173-002;-003;-021) pursuant to HMC Section 17.04.880. The project also requests a variance is to allow encroachment within the established 35-foot riparian setback from the top of the existing bank of Foss Creek pursuant to HMC Section 20.24.090 (Riparian Setback Standards).

The City of Healdsburg parking standards (HMC Section 20.16) requires public buildings and grounds to provide on-site parking based on the number of employees. Because the number of employees will vary depending on the event, et, the Planning Commission will determine the minimum number of required spaces per HMC Table 17. The project proposes parking lot improvements to the informal gravel lot consistent with HMC Section 20.16.165. As such, the project complies with the surfacing, minimum stall dimensions, circulation, and lighting standards set forth by the City of Healdsburg.

Conclusion

The proposed project does not conflict with any applicable land use plan, policy, or regulation, except where a Variance is requested for an approximately 120 square foot encroachment into required riparian setback. The project achieves goals, policies, and programs of the General Plan by focusing development within the City's UGB. Additionally, the project will introduce a new community events space within the city, revitalizing an underutilized site and preserving a historic structure consistent with General Plan Economic Development and Historic and Cultural Resources Policies. As described above, the proposed project is generally consistent with the General Plan 2030 and zoning regulations established by the HMC, except where a variance is requested. While the project will conflict with the 35-foot riparian setback standard established by the City, the requested variance will formalize the existing parking lot encroachment. As such, the project will result in less than significant impacts due to a conflict with any land use plan, policy, or regulation.

Mitigation Measures: None required.

7.12. Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Sources: Healdsburg General Plan 2030; General Plan EIR Figure IV.K-1. Sonoma County Aggregate Resources Management Plan, as amended through December 7, 2010.

Mineral Resources Setting:

The Russian River near Healdsburg has historically been used for gravel and sand mining activities. While some mineral rights for gravel extraction activities exist near Healdsburg, there are no vested mineral rights for portions of the Russian River within city limits. Gravel mining most recently took place inside city limits in 2002, but the use permit and mining and reclamation plan have since lapsed.

The California Surface Mining and Reclamation Act of 1975 (SMARA) identifies mineral resources within California and requires the classification of mineral resources based on their relative value for extraction. According to the General Plan EIR Figure IV.K-1, the mineral zone is located in the southeastern portion of Healdsburg along the Russian River. There are no known mineral resources in or around the project site.

Mineral Resources Impact Discussion:

7.12(a-b) (Mineral Resources or Resource Plans) No Impact: There are no known mineral resources within the project site boundaries or proximate to the site. The project site has not been delineated as a locally important resource recovery site according to the Healdsburg General Plan 2030 and EIR nor has it been delineated as a quarry site or expansion area according to the Sonoma County Aggregate Resources Management Plan. As such, development of the project site will not result in the loss of availability of known mineral resources, including those designated as "locally-important" and there will be no impact as a result of the loss of availability of mineral resources.

Mitigation Measures: None required.

7.13. Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Sources: Healdsburg General Plan 2030; General Plan EIR; Environmental Noise Assessment, prepared by Illingworth & Rodkin, October 13, 2022.

Noise Setting:

Noise is generally defined as unwanted sound and is characterized by various parameters that include the rate of oscillation of sound waves that cause pitch (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. The decibel (dB) scale is used to quantify sound intensity but given that the human ear is not equally sensitive to all frequencies in the entire spectrum, noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling the sound level. The Community Noise Equivalent (CNEL) is a measure of cumulative noise in a community, with a 5-dB penalty added to evening (7:00 PM to 10:00 PM) and a 10-dB penalty addition to nocturnal (10:00 PM to 7:00 AM) noise levels. The Day/Night Average Sound Level (Ldn or DNL) differs from CNEL only in that the three-hour evening time period used in CNEL is grouped into the daytime period.

Noise sources within Healdsburg include traffic, particularly along Highway 101 and arterial roadways such as Healdsburg Avenue, and industrial and downtown uses. Commercial and general industrial land uses are typically considered the least noise-sensitive, whereas residences, schools, hospitals, and hotels are considered to be the most noise-sensitive. The Healdsburg General Plan Land Use Compatibility for Noise Environments (Figure 10) indicates that noise levels for all land uses are normally acceptable in noise environments less than 60 dB Ldn.

The project site is bounded by existing uses to the north and east, North Street to the south, and the Foss Creek Pathway and Sonoma Marin Area Rail Transit (SMART) right-of-way to the west, and is situated approximately 400 feet west of Healdsburg Avenue, 0.2 miles east of Highway 101, and 5 miles southeast of the Healdsburg Municipal Airport.

Noise Significance Criteria

The following criteria are used to evaluate the significance of environmental noise impacts resulting from the proposed project:

- **Operational Noise in Excess of Standards.** A significant noise impact would be identified if project operations would generate noise levels that exceed applicable noise standards presented in the Santa Rosa General Plan or Municipal Code.
- **Permanent Noise Increase.** A significant permanent noise increase would occur if project traffic results in an increase of 3 dBA Ldn or greater at noise-sensitive land uses where existing or projected noise levels would equal or exceed the noise level considered satisfactory for the affected land use (60 dBA L_{dn} for single-family residential areas) and/or an increase of 5 dBA Ldn or greater at noise-sensitive land uses where noise levels would continue to be below those considered satisfactory for the affected land use.
- **Temporary Noise Increase.** A significant temporary noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors as follows. Hourly average noise levels exceeding 60 dBA Leq[24] at the property lines shared with residential land uses, and the ambient noise level by at least 5 dBA Leq, for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses.
- **Groundborne Vibration Level.** A significant impact would be identified if construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to buildings.

City of Healdsburg General Plan Implementation Measure S-16 requires preparation of a noise study for any project that may introduce an intrusive noise source near an existing noise-sensitive use. Based on the proposed community pavilion use, which includes a variety of events that may generate noise in excess of established standards, a noise study was prepared to assess potential impacts of the project on surrounding noise-sensitive land uses.

Environmental Noise Assessment

Illingworth & Rodkin prepared an Environmental Noise Assessment, dated October 13, 2022 to determine impacts resulting from construction and operation of the project. The Assessment includes a summary of the existing environment, compatibility of the project within the context of surrounding uses, and measures to reduce noise resulting from the project.

Existing Noise Environment

As part of the Noise Assessment prepared for the project, a noise monitoring survey was conducted to quantify the existing noise environment. The survey included one long-term noise measurement east of the site along Foss Creek corridor (LT-1), two short-term noise measurements onsite at its North and Grove Street frontages (ST-1 and ST-2), and an offsite short-term measurement south of North Street in the open space area east of the City parking lot where the Healdsburg Farmers Market currently takes place. Results of the noise monitoring survey indicate that noise levels at the site follow a diurnal pattern characteristic of traffic noise where average noise levels are highest during the early morning and evening period. Average daytime and nighttime noise levels ranged from 47to 56 dBA Leq and 41 to 56 dBA Leq, respectively. The day/night noise level for the entire long-term measurement period was 54 dBA Ldn. Short term measurements along North Street and Grove Street were 57 dBA Ldn and 55 dBA Ldn, respectively.

[24] Equivalent noise level (Leq), The average A-weighted noise level during the measurement period.

The third short-term noise measurement was made concurrent with the long-term measurement and was located 75 feet from the perimeter of the Saturday Healdsburg Farmers' Market held in the West Plaza Parking Lot to document noise levels Farmers' Market activity. Farmers Market activities resulted in 59 dBA L10[25], and 56 to 57 dBA Leq. During the short-term noise measurement, two musicians with amplified instruments were playing at the market perimeter.

Project-generated Noise

Sources of noise as a result of ongoing operation of the project will include amplified music and speech, non-amplified music, and elevated noise associated with speech of site occupants. Table 3 includes anticipated sound levels of activities that will occur onsite as a result of the project.

TABLE 3: TYPICAL NOISE LEVELS FOR EVENTS

Event or Activity	Typical Noise Levels @50 Feet	
	(Leq dBA)	(L10, dBA)
Large Concert type Amplified Music Performances[1]	103	106
Small Concert type Amplified Music Performances[2]	85	89
Non-Concert type Amplified Music Performances[3]	72	74
Amplified Speech	70	72
Acoustic (Non-amplified) Music Performances[3]	67	70
50 Guests in Raised Conversation with Background Music	58	60
100 Guests in Raised Conversation with Background Music	61	63
200 Guests in Raised Conversation with Background Music	66	68
Farmers' Market Activities[4]	60	62

[1] This is typical of large (touring type) amplified music performances with a large (hundreds to 1000+ person) audience an elevated stage structure and high-powered sound system with arrayed speakers,
[2] This would typically involve the performance of a smaller (likely local) amplified band without an extensive sound system or speaker arrays and a smaller (up to a few hundred person) audience.
[3] This type of amplified or non-amplified music involves a band which is not the focal point of the event and is performing in the background of the primary event at a lower level to encourage conversation.
[4] Farmers' Market activities are assumed to have small groups of musicians playing with amplified instruments at low to moderate sound levels.

Source: Environmental Noise Assessment, prepared by Illingworth & Rodkin, October 13, 2022, Table 5, Pg. 12.

A review of activities anticipated at project operation, project plans, and distances between anticipated activities and adjacent land uses were utilized to calculate the expected noise levels of the project. As detailed in the Environmental Noise Assessment prepared for the project, the day and nighttime L10 limits of 65 dBA and 55 dBA, respectively, would be exceeded at properties adjacent to the site. In general, daytime exceedance would result from amplified music and speech, whereas nighttime exceedances include both amplified and non-amplified music and speech. The most noise-intensive activities that would occur as a result of the project are large amplified concerts occurring in the parking area, where the most impacted noise receptor would be the Du Champ Hotel, located north of the site.

Noise Impact Discussion:

7.13(a) (Exceed Established Noise Standards) Less Than Significant Impact with Mitigation: The project will result in a temporary noise increase as a result of construction activities and a permanent increase in

[25] The A-weighted noise level that is exceeded 10% of the time during the measurement period.

ambient noise at operation resulting from activities associated with the community pavilion use such as amplified and non-amplified music and talking, vehicle use, building and landscaping maintenance.

Construction Noise

Construction of the proposed project will result in temporary and intermittent noise from the use of construction equipment. Construction noise associated with the proposed project will be perceptible to established uses in the immediate vicinity. Noise impacts resulting from construction of the project depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day including early morning, evening, or nighttime hours, when construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction occurs over extended periods of time.

Project construction will occur over a 12 month period and will include site preparation to clear and grade the gravel parking area, removal, and off-haul of materials such as vegetation, concrete, gravel, and building materials to be removed and replaced as part of the proposed rehabilitation, replacement of the existing building foundation to meet applicable codes, and installation of utilities, storm drains, bioretention features, landscaping, and lighting.

Equipment to be used for construction includes material haulers, excavators, pavers, manual and pneumatic tools. A variety of trucks including cement mixers, haul trucks, and water trucks will also be required. Each stage of construction will require a different mix of equipment operating and noise levels will vary based on the equipment in operation and the location at which the equipment is operating relative to noise sensitive uses. Typical construction equipment generates maximum noise levels between 80 to 90 dBA at a distance of 50 feet from the source.

The nearest noise sensitive uses are 70 feet from the nearest project construction activities and as such will be exposed to elevated noise levels temporarily during construction activities. However, exposure will be intermittent and will cease upon completion of the project. To reduce potential noise impacts during project construction, the applicant shall be required to implement noise control measures as outlined in **Mitigation Measure NOI-1**. With implementation of measure NOI-1, impacts from temporary construction activities will be less than significant.

Operational Noise

As previously stated, activities proposed by the community pavilion, and in particular amplified music and speech, have the potential to result in noise levels that exceed the daytime L10 limit of 65 dBA as well as the nighttime L10 limit of 55 dBA at properties adjacent to the site. Based on this potential exceedance of established noise thresholds, the project has the potential to result in significant noise impacts at operation. All special events as defined in Section 12.24.010 of the HMC are required to obtain approval of a special events permit prior to operation. Uses at the site shall be required to obtain a special events permit, consistent with the City's Special Events policy. In addition to the requirements set forth therein, events meeting the criteria listed below shall also be required to comply with **Mitigation Measure NOI-2** which sets forth specific measures to reduce noise levels at adjacent properties. With implementation of measure NOI-2, noise impacts resulting from operation of the project will be less than significant.

- Any event occurring during the nighttime hours (between 8:00 pm and 7:00 am)
- Any daytime concert with amplified music (large or small)

- Any daytime event with non-concert type live amplified music performance[26]
- Any daytime event in the parking area with more than 100 persons in concurrent attendance
- Any daytime event held in the parking lot with amplified speech

Noise and Land Use General Plan Consistency

Results of the noise measurement survey prepared for the project concluded that existing noise levels at the project site are less than 60 dBA Ldn. The Healdsburg General Plan considers all land uses exposed to levels of less than 60 dBA Ldn to be normally acceptable and as such, the proposed use will be located within an area considered normally acceptable for the type of development. As such, placement of the community pavilion use on the project site will not result in an inconsistency with the General Plan as it relates to noise and impacts will be less than significant.

7.13(b) (Groundborne Vibration and Noise) Less Than Significant Impact: Vibration from operation of heavy equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance from the source. Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

Caltrans establishes significance criteria for potential damage to structures as well as human perception. Groundborne vibration of 0.3 in/sec PPV is established for older structures and 0.5 in/sec PPV for newer structures. Groundborne vibration is considered barely perceptible to humans at 0.01 in/sec PPV and severe at 0.4 in/sec PPV. Jackhammers typically generate vibration levels of 0.035 in/sec PPV, drilling 0.09 in/sec PPV, and vibratory rollers 0.21 in/sec PPV at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. As stated previously, the nearest use to the site that will be subject to construction noise and vibration is located 70 feet from the site. At this distance, construction activities would be well below the 0.50 in/sec PPV damage criteria and as such, impacts resulting from groundborne vibration and noise generated during project construction will be less than significant.

7.13(c) (Airport Noise) No Impact: The project site is located approximately 3 miles southeast of the Healdsburg Municipal Airport and is not located within the vicinity of a private airstrip. Occupants of the project would not be exposed to excessive noise levels as a result of being located within an airport land use plan area or within the vicinity of a private airstrip. Therefore, no impacts due to excessive airport noise exposure will occur as a result of the project.

Mitigation Measures:

NOI-1: The following Best Construction Management Practices shall be implemented during all phases of construction to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance:

[26] This does not include amplified music where this music is performed by a few musicians (not a full band), is background in nature, and is not a featured part of the event, such as the amplified music performed by musicians at the Farmers' Market.

- Limit construction hours to between 7:30 a.m. and 6:00 p.m., Monday through Saturday No construction activities shall occur on Sundays and holidays.
- Limit use of the concrete saw to a distance of 50 feet or greater from residences, where feasible.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers would provide a 5-dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences and rooms at the Du Champ hotel north of the site.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

NOI-2: Any event occurring during the nighttime hours (between 8:00 pm and 7:00 am), daytime concert with amplified music (large or small), daytime event with non-concert type live amplified music performance, daytime event in the parking area with more than 100 persons in concurrent attendance, or daytime event held in the parking lot with amplified speech shall comply with the following, in addition to any requirements set forth in the City of Healdsburg's Special Events policy.

- Events with amplified music performances shall be held in the event pavilion or 75 feet or more from the northern property line in the parking area. Additionally, temporary sound absorptive noise barrier walls with a minimum height of 10 feet above the performance stage level shall be installed on the western and eastern side of the stage when held in the pavilion and/or on the northern, western, and eastern side of the stage when held in the parking area. These temporary barriers shall be installed without gaps in the face and shall have a minimum surface weight of 2.0 pounds per square foot. Acceptable temporary barriers include Environmental Noise Control STC-27 Acoustical Barrier/Absorber Blankets, or acoustical equivalent. This type of barrier may be

set up on a supporting structure, such as an existing fence or on guywires strung between temporary supports but the full 10-foot height shall be maintained. With the use of a guy-wire type structure the wall area may also be demounted for deliveries and access, however, to be effective it shall be fully installed during amplified music events.

- All speakers used for amplified music or speech shall be directed away from the northern property line and be positioned so as not to directly face the western and eastern property lines to reduce the degree of sound escaping the audience area.
- All events planned with more than 100 persons in concurrent attendance shall be limited to the pavilion and the southern half of the parking area to avoid noise impacts to the uses to the north and northeast of the project site.

7.14. Population and Housing

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

Sources: Healdsburg General Plan 2030; General Plan EIR; U.S. Census Bureau Annual Estimates of the Resident Population, July 1, 2021 for Healdsburg, CA

Population and Housing Setting:

As described in the General Plan 2030, Healdsburg amended the General Plan in 1994 and 1995 to establish an Urban Growth Boundary (UGB). In 1996, a voter initiative required UGB expansions to receive a popular vote for a 20-year period until 2016 pursuant to General Plan Policy LU-A-1. The UGB established by the General Plan remains effective through 2030. The UGB contains 3,518 acres, approximately 5.5 square miles, and encompasses all incorporated land as well as unincorporated land that may be annexed into the City. The General Plan assumes all urban development through 2030 will be contained within the City's Urban Growth Boundary and anticipates the population to reach 14,468 at General Plan build out. In 2020 the City's population was approximately 11,275 or 78% of the planned General Plan build out population.

As noted in the General Plan EIR, the population estimate at buildout is based on 872 additional residential units. The project proposes to rehabilitate the existing building onsite to establish a community pavilion supporting community and private events, and therefore will not result in the introduction of new residential units.

Population and Housing Impact Discussion:

7.14(a) (Substantial Unplanned Growth) No Impact: The project site is located within the City's UGB, within

city limits, on an underutilized site in Healdsburg's downtown. As a community pavilion that will be used for community and private events, the project will not introduce new residents that would induce substantial unplanned growth.

The project site is surrounded by existing commercial and public uses and is not expected to promote further development beyond what is proposed on the project site. The project site is accessible by existing roadways surrounding and adjacent to the site and will not necessitate expansion or construction of new roads. Additionally, the site connects to existing storm drain, water, sewer, and other infrastructure and will not necessitate expansion of services to areas where services were previously unavailable. Therefore, the project will have no impact related to growth inducement.

7.14(b) (Substantial Housing or Persons Displacement) No Impact: A project will normally have a significant environmental effect if it displaces a large number of people or induces substantial growth or concentration of population. As previously discussed, the project proposes to rehabilitate an existing warehouse building. Accordingly, implementation of the proposed project will not displace existing housing units or people, nor necessitate the construction of replacement housing elsewhere. Therefore, the project will have no impact to population and housing with regard to displacing people or existing housing.

Mitigation Measures: None required.

7.15. Public Services

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Sources: Healdsburg General Plan 2030; General Plan EIR

Public Services Setting:

The City of Healdsburg provides police and fire protection services within city boundaries. The Police Department employs 18 sworn officers, including the Chief of Police, and 12 civilian employees. The Police Department has one detective, one school resources officer, one downtown foot patrol officer, one administrative sergeant, four patrol sergeants, and ten patrol officers. The Police Department is located at 238 Center Street.

Fire protection and emergency response services are provided by the City of Healdsburg Fire Department for all areas within the incorporated limits of the city and City-owned properties outside of city limits. The Fire Department also provides fire protection for the Fitch Mountain area (outside of the city but within the City's Urban Service Area) under a contract with the Sonoma County Department of Emergency Services. The Fire Department is comprised of 12 paid personnel and 22 reserve firefighters.

The California Department of Forestry and Fire Protection (Cal Fire) automatically responds to all fires in the City's Mutual Threat Zone during fire season. The nearest Cal Fire station is located off of Lytton Springs Road just north of Healdsburg. Aid is also provided by the Windsor Fire District who responds to fires in the service area south of Powell Avenue as well as the Geyserville Fire District who responds to fires in the service area north of Powell Avenue.

Healdsburg Unified School District (HUSD) operates two campuses of its elementary school: Healdsburg Elementary (grades K through 2) and Fitch Mountain Elementary (grades 3 through 5) as well as Healdsburg Junior High School (grades 6 through 8), Healdsburg High School (grades 9 through 12), and one continuation high school, Marce Becerra.

There are four additional schools that are not part of the HUSD, but whose graduating students attend the HUSD junior high and/or high school. Alexander Valley Elementary School and Westside Elementary school contribute students to Healdsburg Junior High and High School. St. John the Baptist Catholic School and The Healdsburg School are both private schools and contribute students to Healdsburg High School.

The City charges one-time impact fees on new private development in order to offset the cost of improving or expanding City facilities. Impact fees are used to fund the construction or expansion of needed capital improvements as the General Plan builds out. The City's impact fees include the Public Works Development Impact Fees, while school impact fees are paid directly to the district. The proposed project is subject to all applicable City impact fees which will be assessed at the time of building permit application.

Public Services Impact Discussion:

7.15(a-e) (Fire & Police Protection, Schools, Parks, Other Public Facilities) Less Than Significant Impact: The project site is located within the UGB, in city limits, and is well served by existing public services. It is expected that the increase in visitors on the project site will result in an incremental increase in the need for services from Fire and Police Departments, and nearby parks and recreational uses. The proposed use, as a community pavilion, will not increase demand on nearby elementary, middle, and high school facilities as there will not be new residents introduced by the project. The project will not trigger the need for an expansion of services, an increase in staffing, or otherwise adversely affect public services.

Police and Fire Protection

The project site is 0.5 mile from the fire station located at 601 Healdsburg Avenue and 0.3 mile from the police station located at 238 Center Street, both of which are within the five-minute response time established by the City. Due to the redundancy of approach access, the ability of emergency response vehicles to override traffic controls with lights, sirens, and signal pre-emption, and to travel in opposing travel lanes in congested conditions, access to the site by emergency service personnel will be adequate. Additionally, the project's

addition of vehicle trips to the surrounding street network will not result in delays for emergency vehicles. Furthermore, all public and private events held at the project site will be subject to Section 12.24 (Special Events) of the HMC which sets forth that approval of a Special Event Permit may be subject to conditions including a requirement that the Healdsburg police department and/or fire department be present at events at the applicant's expense. Based on the site's proximity to existing police and fire stations as well as specific controls that the City may impose on individual events occurring onsite, impacts to police and fire protection services as a result of the project will be less than significant.

Schools

The project proposes to provide a new community pavilion within an existing building in the City's downtown. The project will not introduce new residents to the project site including any school-aged individuals. Therefore, the project will not result in any substantial adverse physical impacts to schools or require the construction of new school facilities and will have no impact to schools.

Parks

The project will introduce a new public recreational use to the project site and the surrounding downtown area. Patrons of the community pavilion may also utilize surrounding public parks, however, increased use of parks in the project vicinity will be typical of the level of activity of other downtown uses and will not result in substantial adverse physical impacts such that new facilities will need to be constructed. As such, the project will result in less than significant impacts to parks.

Mitigation Measures: None required.

7.16. Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Sources: Healdsburg General Plan 2030; General Plan EIR

Recreation Setting:

The City of Healdsburg's Community Services Department (CSD) operates and maintains a variety of park and recreational facilities throughout the city. 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. Dog parks are also provided at Badger Park and Villa Chanticleer. In addition, Sonoma County operates and maintains the Veterans Memorial Beach Park, located on the east side of the Russian River just south of Healdsburg Avenue. As shown in Table IV.N-3 of the General Plan EIR, City- and County-owned parks comprise approximately 117 acres.

Including the City's seven neighborhood and community parks as well as Healdsburg Plaza, West Plaza Park, Carson Warner Memorial Skate Park, and the County's Veterans Memorial Beach Park, but excluding the Tayman Park Golf Course, Villa Chanticleer, Municipal Pool, and Senior Center, the City currently has a total public park acreage of 43.32 acres. A joint use agreement with the HUSD provides another 25 acres of school athletic fields that are also available for limited community use.

The City's goal is to provide 5 acres of developed neighborhood and community parkland per 1,000 residents. Based on a current approximate population of 11,275 residents, the city will need to have approximately 56 acres of developed neighborhood and community parks to meet the goal of 5 acres of parkland per 1,000 residents.

Recreation Impact Discussion:

7.16(a-b) (Deterioration of Parks, Additional Recreational Facilities) Less Than Significant Impact: The project is not expected to result in significant impacts to park or recreational facilities. The central portion of the City in which the project site is located is well served by existing parks and recreational facilities. Additionally, the project will provide a public gathering place and connections to Foss Creek pathway for additional recreational opportunities. Existing parks within proximity to the site include Healdsburg Plaza, approximately 0.1 miles southeast of the project site, and West Plaza Park, located across North Street south of the site. No new residents will be introduced by the project, however, events at the community pavilion may result in an increase in the use of surrounding parks and recreational facilities. The anticipated increase will be temporary and existing recreational facilities are sufficient to meet active and passive recreational demands of individuals attending public and private events at the community pavilion. Additionally, the project will preserve the community garden on the eastern portion of the site, thereby maintaining a community gathering space.

The project will not substantially increase the use of existing neighborhood and regional parks such that physical deterioration of facilities will occur or be accelerated. Because the project will not induce any population growth, there is no expectation that use of surrounding recreational amenities will require construction or expansion of such facilities. Therefore, impacts related to the increased use, deterioration, construction, or expansion of recreational facilities as a result of the project will be less than significant.

Mitigation Measures: None required.

7.17. Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

Sources Healdsburg General Plan 2030; General Plan EIR; Moving Forward 2040 Sonoma County's Comprehensive Transportation Plan, prepared by Sonoma County Transportation Authority, September 2016; Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, December 2018; Initial Study Checklist for the Foley Family Pavilion Project, prepared by W-Trans, November 8, 2022 (Appendix H).

Transportation Setting:

The City of Healdsburg General Plan 2030 establishes principles, goals, policies, and implementation measures intended to provide for a safe, efficient, and convenient transportation system for cars, buses, trains, bicycles, and pedestrians. The city's roadway system includes local street to provide access to properties and carry very low volumes of traffic, collector streets to carry light to moderate traffic between local and arterial streets, arterial street to provide intra-city circulation and connections to regional connectors, and freeways to provide regional access. Arterial streets in the City of Healdsburg include Healdsburg Avenue, Dry Creek Road, and Mill Street west of Healdsburg Avenue. North Street, on which the site is located, is classified as a collector street and is between Healdsburg Avenue, an arterial street to the east, and Grove Street, a collector street to the west.

Level of service (LOS) has historically been used as a standard measure of traffic service within the City of Healdsburg. The City establishes a goal of maintaining LOS D or better during periods of peak traffic flow at critical intersections, and LOS C at all other times (General Plan Policy T-A-1). Pursuant to SB 743, as of July 1, 2020, lead agencies are required to evaluate transportation impacts of a project using a Vehicle Miles Traveled (VMT) metric which focuses on balancing the needs of congestion management with statewide goals related to infill development, promotion of public health through increased active transportation facilitated by closer proximity to alternative travel modes and reduces greenhouse gas emissions. In December 2018, the California Governor's Office of Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA*,[27] which provides technical recommendations for evaluating a project's transportation impact using a VMT metric, thresholds of significance, and mitigation measures. Pursuant to Government Code Section 15064.3(b), lead agencies have discretion to select the most appropriate methodology for evaluating a project's VMT impacts. The City has not adopted VMT thresholds of significance and therefore relies on technical guidance from OPR.

Pedestrian and Bicycle Facilities

Pedestrian facilities in the city consist of sidewalks, typically located on both sides of all public streets. Gaps in the system exist on some arterial and collector streets and are absent along rural roadways such as Chiquita Road and North and South Fitch Mountain Road. Pedestrian crossings are provided at most signalized

27 http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

intersections. Non-signalized crosswalks are located on Healdsburg Avenue, one of which contains protective measures intended to make pedestrians crossing more visible such as signage, striping, and brick pavers.

The city's bicycle network includes Class I (off-street paths), Class II (bicycle lanes) and Class III (bicycle routes) facilities. Most of the bicycle system is comprised of Class III routes; however, a separated Class I path is located adjacent to the west side of the railroad tracks between Vine Street/Mill Street to north of City Hall. On-street Class II bike lanes are provided on Parkland Farms Boulevard, Rosewood Drive and sections of Grove Street and Poppy Hill Drive. Once complete, the Foss Creek Pathway, which is located adjacent to the site, will provide an approximately 4-mile long, off-street bicycle and pedestrian path running from the northern city boundary to just north of the Russian River bridge.

Public Transit

Sonoma County Transit (SCT) operates Route 67 within the City of Healdsburg and as of July 2018 is free to all riders. Route 67 operates Monday through Saturday from approximately 9:00 a.m. to 4:00 p.m. and provides access to good, services, and recreational uses throughout the city. Riders may also request a transfer ticket for free which provides access north to Cloverdale and south to Santa Rosa. SCT operates two major transit hubs within the City of Santa Rosa, thereby providing larger local, countywide, and regional access. The nearest transit stop to the project site is located at Healdsburg Plaza, approximately 0.2 mile southeast.

Rail Service

Sonoma-Marin Area Rail Transit (SMART) offers passenger rail service in Sonoma and Marin counties. SMART's initial 43 miles of rail corridor includes 10 stations, from the Sonoma County Airport to Larkspur. Future extensions will expand service north of Santa Rosa to Windsor, Healdsburg, and Cloverdale. The full project will provide 70 miles of passenger rail service and a bicycle-pedestrian pathway. SMART is not currently operating a station within the City of Healdsburg, however, the area along the railroad corridor immediately adjacent to the project site is a potential location for the future SMART station within the city.

Sonoma County Comprehensive Transportation Plan

Moving Forward 2040, Sonoma County's Comprehensive Transportation Plan (CTP), is a 25-year plan that serves as the vision for transportation throughout Sonoma County, with goals for the transportation system and the well-being of the communities. Moving Forward 2040 establishes five goals: maintain the existing public transportation system; relieve traffic congestion; meet targets to reduce greenhouse gas emissions in the transportation sector; increase safety and emphasize healthy aspects of transportation planning strategies; and reduce travel time and cost and increase mobility in communities of concern. Bicycle and pedestrian project needs identified in the Plan include the Foss Creek Class I and II pathways.

Transportation Impact Analysis

W-Trans prepared an analysis of the project's potential impacts to the transportation system in an Initial Study Checklist dated November 8, 2022 **(Appendix H).** The following analysis is based on information contained in the Checklist prepared by W-Trans.

Transportation Impact Discussion:

7.17(a) (Conflicts with Plans, Policies, Ordinances) Less Than Significant Impact: The project site is in downtown Healdsburg on a site well served by existing bicycle, pedestrian, and transit facilities including sidewalks, crosswalks, the Class I Foss Creek trail, and the SCT stop located at Healdsburg Plaza. As proposed, the project includes installation of eleven bicycle racks adjacent to the existing building (6 racks), and along the North Street frontage between the two project driveways (5 racks) which is consistent with Section

20.16.175 of the HMC requiring bicycle parking for commercial projects with buildings greater than 5,000 square feet, and parking that is highly visible. The project is also consistent with General Plan policy NR-F-2, which encourages land use patterns that support the use of transit, pedestrian, and bicycle facilities, and General Plan policy T-D-5, which calls for promotion of the use of alternative modes of transportation. The proposed project does not conflict with any applicable plans, ordinances, or policies set forth by the City of Healdsburg and as such the project will have less than significant impacts to the circulation system due to such a conflict.

7.17(b) (Conflict with 15064.3(b) VMT) Less Than Significant Impact: As previously stated, the City of Healdsburg relies on the Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory published by OPR to evaluate VMT impacts. The community pavilion will house the weekly Farmers' Markets, which currently operate at the Healdsburg Plaza (Tuesday Market), approximately 0.2 mile from the site and south across North Street at the city-owned parking lot (Saturday Market). Parking for both Tuesday and Saturday Market events would continue to be served by the same parking lots, so no change in VMT would occur. Expansion of the Markets into the winter months will result in an increase in VMT however, the Markets are considered local-serving retail, which can be screened out from the need for further analysis and are considered to have a less than significant VMT impact, consistent with OPRs Technical Advisory.

In addition to the Farmers Markets, the project includes operation of other community events such as concert series, fundraisers, and seasonal events. These events will result in nominal changes to travel patterns, as the site is located more centrally than the Foss Creek Community Center, where community events currently take place. Based on the site's central location, the project will result in a reduction in VMT as compared to the same events taking place at the Community Center. Further, the types of events proposed by the project are intended for local residents and supportive of existing activities and land uses in the surrounding downtown area. By integrating additional space for community events, the project will function similarly to local-serving retail in that travel to such activities will not be expected to generate entirely new vehicular travel that would result in increased VMT at the regional level. The location in downtown Healdsburg is walkable, bikeable, and accessible by transit, which will consequently result in lower auto usage and VMT than would be generated at less central locations.

For the reasons discussed above, consistent with the Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory published by OPR, it can be qualitatively determined that the project will result in a less than significant impact due to a conflict with CEQA Guidelines section 15064.3, subdivision (b).

7.17(c) (Geometric Design Feature Hazard) Less Than Significant Impact with Mitigation: The project site will be accessible via two one-way drive aisles along North Street which has a posted speed limit of 25-mph. The *Highway Design Manual* published by Caltrans provides the minimum stopping sight distance needed based on design speed. Based on the posted speed limit of 25 mph on North Street, a stopping sight of 150 feet is recommended at new driveways. The site is located between Foss Street to the east and Grove Street to the west, both of which are stop controlled, and sight lines from proposed driveways are clear in each direction. Based on the low speed of North Street, high visibility from both driveways, and adjacent stop-controlled intersections vehicles entering or exiting the site will be able to clearly see oncoming traffic and as such, the project will not result in a geometric design feature hazard.

North Street will be closed to automobiles during Farmers' Markets and other events and traffic will be diverted to either Matheson Street, south of the site or Grant Street, west of the site to travel around the closure. Similarly, drivers wishing to access the city-owned parking lot (Lot A) will be required to use the south entrance on Matheson Street instead of accessing the lot from North Street. Pedestrian and bicycle traffic will not be affected by the street closure as bicyclists will be able walk their bicycles through the closed area as it would serve as a pedestrian walkway. To ensure safe flow of traffic around the street closure, the project shall be required to implement **Mitigation Measure TRA-1**, which requires development of a traffic control plan

with provisions for a turn-around area for drivers entering west of Healdsburg Avenue. With implementation of measure TRA-1, impacts resulting from a geometric deign feature hazard during closure for events will be less than significant.

7.17(d) (Emergency Access) Less Than Significant Impact with Mitigation: The proposed project will not result in insufficient emergency access during construction or at operation. Road closure is not anticipated by the proposed project, although temporary encroachment may occur during construction activities. North Street is expected to remain accessible during temporary construction activities and will not substantially impair emergency access.

At operation, the proposed project will result in temporary and intermittent street closures. In the event of an emergency, fire and police vehicles could utilize Grant or Matheson Street for areas around the project site. Furthermore, the project shall be required to comply with **Mitigation Measure TRA-2**, which requires advanced notification to the Police and Fire departments for all events that will result in closure of North Street. With implementation of measure TRA-2, impacts to emergency vehicle access as a result of the project will be less than significant.

Mitigation Measures:

TRA-1: As part of the Special Events Permit for events that will require closure of North Street, a traffic control plan shall also be required. Traffic control plans shall be developed to provide adequate advance notice of the North Street closure and shall direct traffic to a specified detour route. Plans shall also provide for a turnaround area for vehicles entering the block west of Healdsburg Avenue. The traffic control plan shall be subject to review and approval by the City of Healdsburg fire, police, and public works departments.

TRA-2: The City of Healdsburg Police and Fire Departments shall be provided with advanced notice of all events that will result in temporary closure of North Street.

7.18. Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 the 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), or				
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Sources: City of Healdsburg's General Plan 2030; General Plan Policy 2030; Municipal Code Ordinance; and Historic Resource Evaluation and Secretary of Interior's Standards for the Treatment of Historic Properties Review, prepared by Evans & De Shazo, dated February 12, 2018 and updated December 8, 2021; Buried Archaeological Site Sensitivity Analysis prepared by Evans and De Shazo, dated March 1, 2018.

Tribal Cultural Resources Setting:

According to Public Resources Code (PRC) Section 21074, tribal cultural resource are defined as follows:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
    b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.
3. A cultural landscape that meets the criteria of PRC Section 21074(a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
4. A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a "non-unique archaeological resource" as defined in PRC Section 21083.2(h), if it conforms with the criteria of PRC Section 21074(a).

A Sacred Lands File & Native America Contacts List was requested from the Native American Heritage Commission on February 15, 2018 by Evans & De Shazo and tribes received a project notification and request for information and consultation regarding Sacred Sites within the project area. The NAHC provided a response on February 27, 2018 with a list of Native American Tribes and individuals to contact for further information about Sacred Sites within the project site. The NAHC response also directed to contact Chairman Scott Gabaldon of the Mishewal-Wappo Tribe of Alexander Valley for more information about Sacred Sites on the project site. In accordance with PRC Section 21080.3.1(d), notification of the proposed project was mailed to local tribes on February 17, 2022 by the City of Healdsburg. None of the tribes contacted requested consultation.

Tribal Cultural Resources Impact Discussion:

7.18(a.i) (Listed or Eligible for Listing) Less Than Significant Impact: The HRE and Buried Archaeological Site Sensitivity Analysis prepared for the project did not identify tribal cultural resources that are \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). As such, the project will have less than significant impacts on a tribal cultural resource that is listed or eligible for listing in the CRHR or at the local level.

7.18(a.ii) (Significant Resource) Less Than Significant Impact with Mitigation: As described above, the City of Healdsburg provided notification of the project to local Native American Tribes pursuant to AB 52 and SB 18, though no responses requesting consultation were received. The Buried Archaeological Site Sensitivity Analysis prepared for the project concluded that there is a high potential to encounter buried historic-era archaeological resources and prehistoric archaeological resources during project construction activities. The project site was identified as having an elevated potential to contain such resources due to prior discoveries within proximity of the site as well as the site's location proximate to Foss Creek and the Russian River. As such, the project site has the potential to result in impacts to tribal cultural resources if encountered during construction. **Mitigation Measure TCUL-1**, set forth below, ensures that all measures provided under the Cultural Resources discussion above are implemented and will ensure that impacts of the project will be less than significant.

Mitigation Measures:

TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction activities, the project shall comply with Mitigation Measures CUL-1, CUL-2, and CUL-3.

7.19. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: Healdsburg General Plan 2030; General Plan EIR; Healdsburg 2015 Urban Water Management Plan, June 2016

Utilities and Service Systems Setting:

The City of Healdsburg collects development impact fees for water, wastewater, storm drains, and other public utility infrastructure. The one-time impact fee is intended to offset the cost of improving or expanding city facilities needed to accommodate new private development by providing funds for expansion or construction of capital improvements. The proposed project will be subject to all applicable development impact fees.

New storm drainage infrastructure including bioretention facilities will be installed to accommodate stormwater runoff from impervious surfaces introduced by the project. The proposed project will not substantially increase utility or service system infrastructure needs or demands relative to existing conditions. Onsite improvements will capture storm water runoff via new storm drains within the site, convey the flows towards new storm drain lines, and then direct flows to the regional storm drain facilities in the site vicinity.

The project includes installation of sewer laterals which will connect to the City's existing system in North Street and will convey wastewater through the existing sanitary sewer system to the wastewater processing plant for treatment. Potable water will be accommodated via installation of a new water lateral that will connect the existing building to existing water lines in North Street.

Water Supplies[28]

The City of Healdsburg serves as the water provider within the municipalities water service area. The City of Healdsburg adopted its 2020 Urban Water Management Plan in October 2016. The City has four permits from the California State Department of Water Resources for the diversion of municipal drinking water. Three permits are located on the Russian River and one is located on Dry Creek. Four production wells on the Russian River (Gauntlett Well Field) can be used year-round, as they produce water that is ultra-filtered at the City's Water Treatment Plant. Six production wells (five in service) on the Russian River (Fitch Well Field) are seasonal and are restricted to operation May through October. The City's permit for the use of water from five wells on Dry Creek is limited to use from April 1 to November 1.

In a 2006 Decision of the State Water Resources Control Board, the City's Dry Creek well field was added as a point of diversion under the Sonoma County Water Agency's permits. The City has an Agreement with Sonoma Water, formerly Sonoma County Water Agency, dated November 17, 1992, that allows the City's water diversions to be reported under this agency's water rights permits for the Russian River and Dry Creek, but only if the City is unable to divert water under its own water rights permits or if water diversion exceeds

28 City of Healdsburg 2020 Urban Water Management Plan, October 2021.

maximum diversion rates. An amended agreement with the agency was made December 2015 and allows a maximum diversion of 425 acre feet per year from any of the City's well fields.

Pursuant to the Urban Water Management Plan Act, the City's Utilities Department is required to prepare an Urban Water Management Plan on a 5-year basis. The 2020 Healdsburg UWMP addresses the City water system and includes a description of the water supply sources, historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The 2020 UWMP also addresses water use efficiency legislation, including the City's 2020 and 2025 water use targets, as required by the Water Conservation Act of 2009 and the implementation plan for meeting the City's 2025 water use targets.

To ensure that the City of Healdsburg maintains an adequate water supply to meet the water demand as the City continues to build out the General Plan, policy PS-A-8 stipulates the UWMP and the Healdsburg Water System Master Plan shall guide the City's water supply and conservation capital improvement programming.

Wastewater

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 (WWTP) is located approximately one mile southwest of the city limits, on Foreman Lane just south of the confluence of Dry Creek and the Russian River. The plant was recently upgraded to the Advanced Waste Treatment level and utilizes a membrane bio-reactor process. Its components include influent screening, grit removal, extended aeration with biological nutrient removal, microfiltration through hollow membrane fibers, and ultraviolet light disinfection. The new treatment plant also includes two flow equalization basins, two digestion tanks, and centrifuge equipment for biosolids dewatering. The treatment plant is designed for an average daily flow of 1.6 million gallons per day (MGD). The equalization basins and wet-weather treatment capacity (4.0 MGD) together are sized to accommodate a storm event producing wet weather flows of up to 9.3 MGD.

Storm Drains[29]

Development within the City of Healdsburg is regulated under the jurisdiction of the North Coast Regional Water Quality Control Board, which is the local enforcement arm of the State Water Resources Control Board. The cities of Healdsburg, Cloverdale, Cotati, Rohnert Park, Sebastopol, Ukiah, and the Town of Windsor have been added to the County of Sonoma, the Sonoma County Water Agency, and the City of Santa Rosa as Co-Permittees.

Storm water is managed through two permit types; one addressing construction related land disturbances based on the amount of area disturbed, and the other addressing permanent storm water treatment on a site after construction has been completed. The Co-permittees have coordinated the creation of various documents related to both types of permits and are generally contained on the City of Santa Rosa's website.

The City of Healdsburg enacted a storm water ordinance (Ordinance No. 1054) on January 8th, 2007 to obtain the legal authority needed to implement the provisions contained in the NPDES permit for storm water discharges. All existing and proposed development must adhere to the City's Stormwater Ordinance, as well as the policies set forth in the General Plan including:

- NR-2 Continue to require Storm Water Pollution Prevention Plans for development projects with a land disturbance of one acre or more that incorporate best management practices to preserve natural

29 Stormwater Management, https://ci.healdsburg.ca.us/618/Storm-Water-Management, accessed October 18, 2022.

drainage systems; provide source control of construction site materials, wastes and chemicals; and control and treat runoff, both during and after construction.

- PS-D-1 The City will continue to complete gaps in the storm drainage system in areas of existing development.
- PS-D-3 The City will continue to assess a drainage development fee on all new commercial, industrial, and residential development sufficient to fund systemwide capacity improvements.

Solid Waste

The City of Healdsburg is under an exclusive franchise agreement with Recology Sonoma Marin for solid waste, recycling, and compost services. Services include a single-stream recycling system that allows paper, plastic, metals, and glass to be comingled rather than requiring separation. Other services include weekly yard waste and compost pick-up, and one free bulky item pickup per year for residences.

Once collected, solid waste is hauled to the Healdsburg Transfer Station at 166 Alexander Valley Road, north of the city limits. The transfer station is permitted to accept 435 tons per day (TPD) of solid waste. From this transfer station, solid waste is transported to any of four landfills, depending on the size of loads, time of day, and season.

Utilities and Service Systems Impact Discussion:

7.19(a,c) (Relocation/Expansion of Utilities) Less Than Significant Impact: As previously discussed, the project proposes to rehabilitate an existing warehouse building, which will generate demand for utilities and services including wastewater, water, storm water drainage infrastructure, and waste disposal. The project site is well served by existing utilities, which will be extended onsite to provide services.

Water and Wastewater

The projected wastewater generation of the project will be minimal and is within the capacity of the existing sanitary sewer lines and the City's wastewater treatment plant. The project's contribution to wastewater flows were anticipated in the General Plan and have been considered for operating capacity of the water treatment plant. Wastewater generated by the proposed project is well within the flow capacity analyzed as part of the General Plan EIR. Furthermore, the project site is currently designated and zoned Downtown Commercial, which would allow for a more intensive commercial land use as compared to the proposed community pavilion. The proposed General Plan Land Use amendment to change to Public and Quasi Public will generate less wastewater than initially anticipated by the General Plan. Therefore, the proposed project will not cause or exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board, nor is the project expected to necessitate the expansion or construction of water or wastewater treatment facilities.

The existing water supplies, facilities, and infrastructure are sufficient to meet the demands of the project without the need for expansion or new construction of water supply facilities. Water demand on-site will be limited through efficient irrigation of landscaping and water-efficient fixtures and appliances indoors, consistent with requirements established by the CalGreen Building Code. The proposed project's water demands are planned for in the General Plan and the UWMP and will not increase the City's water needs beyond what has already been anticipated.

The existing water supply and wastewater treatment system have sufficient capacity to meet additional demands generated by the project. Additionally, the project will not require or result in the construction or expansion of new water or wastewater treatment facilities. Therefore, the project will have less than significant impacts related to the adequacy or capacity of water supply facilities and wastewater treatment facilities.

Storm Water

The project is not expected to result in significant environmental impacts due to the expansion of existing storm water drainage facilities or construction of new facilities. Currently, precipitation on the project site sheet flows to the public storm drain in North Street and to Foss Creek along the eastern portion of the site. The project will introduce impervious surfaces including pedestrian walkways and driveways. The parking area will include a mix of permeable pavers and impervious surfaces. The project will result in a net decrease of 0.3 acres of impervious surface area and has been designed in accordance with the City's Standard Urban Storm Water Mitigation Plan guidelines that require the integration of Low Impact Design measures into site designs.

As described herein new storm drainage infrastructure will be installed to accommodate the increase in impervious surfaces that will result from the project. Onsite improvements will capture storm water runoff via new storm drains within the site, convey the flows towards new storm drain lines, and then direct the flows to the regional storm drain facilities.

The proposed LID measures and storm drain facilities onsite are sufficient to accommodate any increased surface flows generated by the project. With installation of the proposed bioretention areas, there will be no net-increase in flows emanating from the project site. The project is well served by existing infrastructure and all utilities including electricity, natural gas, and telecommunication facilities. Therefore, impacts related to the relocation, construction, or expansion of utilities will be less than significant.

7.19(b) (Sufficient Water Supplies) Less Than Significant Impact: During construction, water will be required primarily for dust suppression and will also be used for soil compaction. Construction water volumes will be minimal and will not require new or expanded water supplies or entitlements.

The project will utilize water obtained from the City's water system to meet onsite water demands. Potable water will be accommodated via the installation of new water laterals that will connect the proposed buildings to existing water mains within North Street along the southern portion of the site.

The project will increase water demands relative to existing conditions. As a result of the change in land use designation of the site from Downtown Commercial to Public and Quasi Public, the increase in onsite water demand resulting from the proposed project is expected to be less than what was originally anticipated in the General Plan and the UWMP. The existing entitlements for water supplies to the City are sufficient to continue to meet the needs of Healdsburg during normal, dry, and multiple dry years in addition to the water demands generated by the project. Therefore, impacts due to insufficient water supplies or inadequate entitlements will be less than significant.

7.19(d,e) (Solid Waste Generation/Compliance with Solid Waste Management) Less Than Significant Impact: The proposed project will contribute to the generation of solid waste within the UGB. However, the amount of solid waste generated by the project is consistent with the service needs anticipated by the General Plan. The project applicant is required to adhere to all regulations governing the disposal of solid waste. Construction-related waste will be reduced through the development of a construction waste management plan.

The City is under contract with Recology Sonoma Marin for solid waste disposal and recycling services. Solid waste is collected and transferred to several landfill sites with remaining capacity. Although the waste stream generated by the project is expected to increase during construction and operation, it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, and local statutes and regulations related to solid waste. Therefore, the disposal of solid waste resulting from project construction and operation will have less than significant impacts.

Mitigation Measures: None required.

7.20. Wildfire

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

Sources: Healdsburg General Plan 2030; General Plan EIR; ABAG Hazard Viewer, accessed August 8, 2022.

Wildfire Setting:

Healdsburg is susceptible to wildland fires due to the surrounding hillside topography, abundant fuel load, and climatic conditions, particularly along the western and eastern edges of the City. The areas that are most susceptible to fire hazards are located to the west of Dry Creek Road (in the west), Fitch Mountain (in the east), the Healdsburg Ridge Open Space Preserve (in the north), and the area surrounding the neighborhood off of Chiquita Road to the west of Highway 101; these areas are designated as Moderate to High Fire Hazard Severity Zones within the State Responsibility Area by CAL FIRE. "Very High Fire Hazard Severity Zones" (VHFHZ) are located in the hills above the City but not within nor adjacent to the city limits.

In 2020, the Wallbridge Fire (Part of the LNU Lightning Complex) burned approximately 55,209 acres west of the city. In 2019, the Kincade Fire burned 77,758 acres throughout Sonoma County including near the Healdsburg City limits. Residents were exposed to direct effects of the wildfire, such as the loss of structures, and to the secondary effects of the wildfire, such as smoke and air pollution. Smoke generated by wildfire consists of visible and invisible emissions that contain particulate matter (soot, tar, water vapor, and minerals)

and gases (carbon monoxide, carbon dioxide, nitrogen oxides). Public health impacts associated with wildfire include difficulty breathing, odor, and reduction in visibility.

The project site is adjacent to roadways and developed land uses and is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ. The project site is located approximately one mile east, west, and south of t lands designated as a "Moderate-"or "High Fire Hazard Severity Zone." To the west is a buffer of managed agricultural land, Highway 101, and developed urban land. To the east and north is a buffer of one or more miles of urban development. The project site is approximately four miles from areas designated as a "Very High Fire Hazard Severity Zone."

Wildfire Impact Discussion:

7.20(a) (Impair Emergency Plans) Less Than Significant Impact: The project site is categorized as a Non-VHFHZ by CAL FIRE and is located approximately 1.25 miles from land designated as "Moderate Fire Hazard Severity Zone." There are no lands designated as having a "Very High Fire Hazard Severity Zone" within four miles of the project site or within city limits. Furthermore, the site is located in an urbanized area surrounded by existing roadways. In the event of a wildfire, the City relies on Nixle, SoCoAlert, the City's website/social media, and news media to provide evacuation notices. In the event of a wildfire impacting the site, though unlikely given the site's location, a notification for evacuation would be provided. Due to the site's location outside a designation wildfire area as well as the emergency notification system currently in place, the proposed project will not substantially impair an adopted emergency response plan or emergency evacuation plan and impacts will be less than significant.

7.20(b-d) (Wildfire Risk Exacerbation, Infrastructure Contributing to Wildfire Risk, Exposure to Wildfire-Related Risks) Less Than Significant Impact: The project site is flat and located approximately one mile from a State Responsibility Area (SRA) designated as a Moderate Fire Hazard Severity Zone. There are no factors, such as steep slopes, prevailing winds, or the installation/maintenance of new infrastructure, that will exacerbate fire risk or expose project occupants to the uncontrolled spread of a wildfire, pollutant concentrations from a wildfire, post-fire slope instability, or post-fire flooding. Therefore, impacts will be less than significant.

Mitigation Measures: None required.

7.21. Mandatory Findings of Significance (Cal. Pub. Res. Code §15065)

A focused or full environmental impact report for a project may be required where the project has a significant effect on the environment in any of the following conditions:

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or	☐	☒	☐	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Mandatory Findings Discussion:

7.21(a) (Degrade the Environment) Less Than Significant Impact with Mitigation: The project is located on a developed site and proposes rehabilitation of an existing structure and paving of an existing gravel parking lot. As described herein, the proposed project has the potential to result in environmental impacts primarily associated with temporary construction activities and mitigation measures have been identified that avoid, reduce, or offset impacts. With implementation of mitigation measures set forth above in air quality, biological resources, cultural resources, geology and soils, noise, and transportation, as well as adherence to the City's uniformly applied development standards, the project's potential impacts to the quality of the environment will be reduced to levels below significance. As such, the project will not degrade the quality of the environment, reduce habitat, or affect cultural resources and impacts will be less than significant.

7.21(b) (Cumulatively Affect the Environment) Less Than Significant Impact with Mitigation: The CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (Guidelines, Section 15355(a)(b)).

The analysis of cumulative impacts for each environmental factor can employ one of two methods to establish the effects of other past, current, and probable future projects. A lead agency may select a list of projects, including those outside the control of the agency, or alternatively, a summary of projections. These projections may be from an adopted general plan or related planning document or from a prior

environmental document that has been adopted or certified; these documents may describe or evaluate the regional or area-wide conditions contributing to the cumulative impact.

As described in **Sections 7.1 – 7.20,** development of the Foley Family Community Pavilion project could potentially result in significant impacts. However, those impacts would be reduced to less-than-significant levels with implementation of mitigation measures. The implementation of mitigation measures would ensure that development of the proposed project would not be cumulatively considerable and as such the project's cumulative impacts will be less than significant.

7.21(c) (Substantial Adverse Effect on Humans) Less Than Significant Impact: The project has the potential to result in adverse impacts to humans either directly or indirectly due to air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, noise, transportation, and tribal cultural resources. With implementation of mitigation measures identified throughout this document, the project will have less than significant environmental effect that would directly or indirectly impact human beings onsite or in the project vicinity.

The project site is located in close proximity to existing sensitive receptors, however, with implementation of mitigation measures set forth in the Air Quality and Noise sections, construction activities associated with development of the project will result in short-term air quality emissions and noise levels that fall below levels of significance and will cease once construction is finished. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards. With implementation of mitigation measures, conditions of approval, and uniformly applied development standards, the project does not present potentially significant impacts that may have an adverse effect upon human beings, either directly or indirectly. Therefore, the project will have less than significant impacts due to substantial adverse environmental effects on humans.

Mitigation Measures: As set forth in Section 7.1 – 7.20.

8. REFERENCE DOCUMENTS

8.1. Technical Appendices

A. GLOSSY PRIVET HERITAGE TREE REMOVAL REQUEST MEMORANDUM
B. BIOLOGICAL RESOURCES ASSESSMENT
C. HISTORIC RESOURCE EVALUATION
D. BURIED ARCHAEOLOGICAL SITE SENSITIVITY ANALYSIS (CONFIDENTIAL)
E. GEOTECHNICAL INVESTIGATION
F. PHASE I & II ENVIRONMENTAL SITE ASSESSMENT
G. ACOUSTICAL ASSESSMENT
H. TRANSPORTATION ANALYSIS

8.2. Other Documents Referenced

1. 2018 Local Hazard Mitigation Plan, January 2019.
2. BAAQMD 2017 Bay Area Clean Air Plan, April 19, 2017
3. BAAQMD CEQA Guidelines, May 2017
4. California Department of Conservation, Farmland Mapping and Monitoring Program

5. California Department of Conservation, Farmland of Local Importance Definitions, https://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2018.pdf, accessed July 12, 2022.
6. California Energy Commission, Total System Electric Generation (2020), https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation, Accessed July 13, 2022.
7. California Energy Commission, 2017 Integrated Energy Policy Report, https://www.energy.ca.gov/2017_energypolicy/, Accessed August 1, 2019.
8. California Regional Water Quality Control Board North Coast Region NPDES Permit, Order No. R1-2015-0030, NPDES Permit No. CA0025054, October 8, 2015, https://www.waterboards.ca.gov/northcoast/board_decisions/adopted_orders/pdf/2015/151008_0030_phaseIpermitrenewal.pdf accessed February 2020.
9. California Scenic Highway Mapping System, https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a, accessed July 28, 2022.
10. City of Healdsburg 2015 Urban Water Management Plan, June 2016
11. City of Healdsburg 2020 Urban Water Management Plan, October 2021.
12. City of Healdsburg General Plan 2030, January 2015
13. City of Healdsburg General Plan 2030 EIR, July 2009
14. City of Healdsburg Municipal Code, Title 20 Land Use Code.
15. FEMA Flood Map Service Center, FIRM Map 06097C0551E, https://msc.fema.gov/portal/search, Accessed October 20, 2022
16. Hazard Viewer, Association of Bay Area Governments, https://abag.ca.gov/our-work/resilience/data-research/hazard-viewer, accessed August 8, 2022.
17. LOMR effective August 19, 2010 for the Foss Creek area Available at: https://www.ci.healdsburg.ca.us/353/Floodplain-Mapping
18. Moving Forward 2040 Sonoma County's Comprehensive Transportation Plan, Sonoma County Transportation Authority, September 2016
19. Sonoma Climate Mobilization Strategy, March 2021
20. Sonoma Clean Power 2019 Annual Report, https://vimeo.com/379072737, accessed June 22, 2020.
21. Sonoma County Aggregate Resources Management Plan, December 7, 2010
22. Sonoma County Regional Climate Action Plan 2020
23. State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed August 29, 2018.
24. Stormwater Management, https://ci.healdsburg.ca.us/618/Storm-Water-Management, accessed October 18, 2022.
25. Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, December 2018

26. U.S. Census Bureau Annual Estimates of the Resident Population, July 1, 2021 for Healdsburg, CA

9. MITIGATION MONITORING AND REPORTING PROGRAM

See attached.