

Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing

SONOMA COUNTY, CALIFORNIA
DISTRICT 4-SON-101 (POST MILE 21.0-21.8)
04-2G340/0413000213

Initial Study with Proposed Mitigated Negative Declaration



**Prepared on behalf of the
State of California, Department of Transportation**



Caltrans[®]

June 2020

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS) with Proposed Mitigated Negative Declaration (MND), for the U.S. Highway 101 (U.S. 101) Bicycle and Pedestrian Overcrossing Project (Project) in the City of Santa Rosa, Sonoma County. The Project is located on U.S. 101 between Post Mile (PM) 21.0 and PM 21.8 (refer to Figure 2.2-1, Project Area). The Project proposes to construct a 17 foot wide bicycle/pedestrian, Americans with Disabilities Act (ADA) compliant, Class I shared-use overcrossing spanning U.S. 101. The Project would include a 5 foot wide walking lane and 8 foot wide bicycle path with possible mode separation provided by a curb/barrier and fencing.

As the lead agency under the California Environmental Quality Act (CEQA), Caltrans has prepared this document describing why the Project is being proposed, how the existing environment could be affected by the Project, potential environmental impacts resulting from the Project, and the Project Features, Avoidance and Minimization Measures, and Mitigation Measures.

What you should do:

- Please read this document.
- The document is also available to download at [the Caltrans environmental document website](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>).
- We would like to hear what you think. Send comments to:
- Caltrans, District 4
ATTN: Elizabeth Nagle, Associate Environmental Planner
P.O. Box 23660,
Oakland, CA 94623-0660
Elizabeth.Nagle@dot.ca.gov
- Caltrans and the City of Santa Rosa will hold an online public meeting for the Project on Tuesday, June 30, 2020 from 6:00 p.m. to 8:00 p.m. Community members can register at: bit.ly/santarosabridge or by contacting Elizabeth Nagle, Elizabeth.Nagle@dot.ca.gov.
- Be sure to send comments by the deadline: July 24, 2020

What happens next:

Per CEQA Section 15073, Caltrans will circulate the IS-MND for review for 30 days. During the 30-day public review period, the general public and responsible and trustee agencies

can submit comments on this document to Caltrans. Caltrans will consider the comments and will respond to the comments after the 30-day public review period.

After comments have been received from the public and reviewing agencies, Caltrans may:

- (1) grant environmental approval to the proposed Project,
- (2) conduct additional environmental studies, or
- (3) abandon the Project.

If the Project is granted environmental approval and funding is obtained, Caltrans could design and construct all or part of the Project.

Alternative formats:

For individuals with sensory disabilities, the document can be made available on computer disk by writing to the above address or email or by calling California Relay Service (800) 735-2929 (TTY), (800) 735-2922 (Voice), or 711.

An ADA-compliant electronic copy of this document is available to download at: the Caltrans environmental document website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>).

Initial Study with Proposed Mitigated Negative Declaration

04- SON-101

Dist. – Co. – Rte.

21.0-21.8

PM

04-2G340

E.A.

Project Title:	Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing
Lead agency name and address:	California Department of Transportation 111 Grand Avenue, Oakland, CA 94612
Contact person and phone number:	Elizabeth Nagle, Associate Environmental Planner (510) 286-5114
Project Location:	U.S. 101, City of Santa Rosa, in Sonoma County. The Project is north of College Avenue near the Santa Rosa Junior College and Santa Rosa High School.
Project sponsor's name and address:	City of Santa Rosa ATTN: Chris Catbagan, Associate Engineer 69 Stony Circle, Santa Rosa, CA 95401
General plan description:	Highway
Zoning:	Transportation
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	California Transportation Commission Santa Rosa Junior College

The document is available to download at [the Caltrans environmental document website \(https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs\)](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs).

Maps, project information, and supporting technical studies can be made available for review by contacting Elizabeth Nagle, Associate Environmental Planner at Caltrans, District P.O. Box 23660, Oakland, CA 94623-0660 or Elizabeth.Nagle@dot.ca.gov.



Christopher Caputo
Caltrans District 4, Acting Office Chief
Office of Environmental Analysis

June 19, 2020

Date

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Santa Rosa, in coordination with the California Department of Transportation (Caltrans), proposes to construct a 17 foot wide bicycle/pedestrian, Americans with Disabilities Act (ADA) compliant, Class I shared-use overcrossing (Project) spanning U.S. Highway 101 (U.S. 101) between Post Mile (PM) 21.0 and PM 21.8 in the City of Santa Rosa, Sonoma County. The Project would include a 5 foot wide walking lane and 8 foot wide bicycle path with possible mode separation provided by a curb/barrier and fencing. The overcrossing would have an 18.6 foot minimum vertical clearance over U.S. 101. There are two Build Alternatives, the Edwards Avenue-Elliott Avenue Build Alternative and the Bear Cub Way Build Alternative, being considered for the Project. The Project is needed to accommodate and provide safe access to bicyclists and pedestrians in areas east and west of U.S. 101 in the northern half of Santa Rosa.

Determination

This proposed Mitigated Negative Declaration (MND) is included to provide notice to the public and reviewing agencies that Caltrans intends to adopt an MND for the Project. This does not mean that Caltrans' decision regarding the Project is final. This MND is subject to change based on comments received by the public and reviewing agencies.

Caltrans has prepared an Initial Study (IS) for this Project. Pending public review, Caltrans expects to determine that the Project would not have a significant effect on the environment for the reasons described below.

The Project would have no impact on Agriculture and Forest Resources, Air Quality, Cultural Resources, Energy, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfires.

In addition, the Project would have less than significant effects to Aesthetics, Biological Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, and Transportation.

As discussed in Chapter 3, Noise, due to construction techniques involving pile driving, high-power (or other) vibratory tools, and/or heavy rolling stock equipment, would generate substantial vibration levels at buildings located near the two Project Build Alternatives. Vibration levels at different distances from the construction activity would vary depending on

soil conditions, construction methods, and equipment used. Implementation of Mitigation Measures (MMs) NOI-1 and NOI-2 include methods to reduce vibration such as: pre-drilling foundation pile holes, locating construction equipment as far as possible from vibration-sensitive receptors, identifying and limiting the use heavy equipment, and the use of equipment that creates less vibration in proximity to buildings. A construction vibration monitoring plan would be developed and implemented by the contractor in accordance with Caltrans and City of Santa Rosa requirements to reduce vibration effects. Therefore, as described in Chapter 3, Noise, the Project would have a less than significant impact with mitigation.

Melanie Brent
Deputy District Director
District 4
California Department of Transportation

Date

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CHAPTER 1 PROPOSED PROJECT

1.1 INTRODUCTION

The California Department of Transportation (Caltrans) is the California Environmental Quality Act (CEQA) lead agency under CEQA for the Project. The Project would construct a 17 foot wide bicycle/pedestrian, American with Disabilities Act (ADA) compliant, Class I shared-use overcrossing spanning U.S. Highway 101 (U.S. 101) between Post Mile (PM) 21.0 and PM 21.8 in the City of Santa Rosa, Sonoma County. Project improvements include construction of columns, construction of overcrossing spans, and/or placement of prefabricated overcrossing sections, abutments, ramps, touchdowns, and connection to existing sidewalks and bicycle lanes. The Project would include a 5 foot wide walking lane and 8 foot wide bike path with possible mode separation provided by concrete curb/barrier and fencing.

This Project would be funded under the 2019 Transportation Improvement Program (TIP), as a Bicycle and Pedestrian Facilities Project. The approximate total cost of the Project for support and capital, including construction, ranges from approximately \$27 million for the Edwards-Elliott Build Alternative to \$30 million for Bear Cub Way Build Alternative.

1.2 PURPOSE AND NEED

The purpose of the Project is to provide a safer and more enjoyable alternative for bicyclists and pedestrians crossing U.S. 101 in the vicinity of Santa Rosa Junior College (SRJC) compared to existing highway crossings and to provide a continuous, ADA compliant, path to improve pedestrian and bicycle east-west connectivity across U.S. 101 in the northern half of the City of Santa Rosa and connecting to the existing and proposed bicycle and pedestrian networks.

The Project is needed to accommodate and provide safe access to bicyclists and pedestrians in areas east and west of U.S. 101 in the northern half of Santa Rosa, Sonoma County, California.

CHAPTER 2 PROJECT DESCRIPTION

2.1 INTRODUCTION

The City of Santa Rosa is located within the California Coast Range, in a broad, rural valley called the Santa Rosa Plain (SRP). The City of Santa Rosa is the largest city in Sonoma County (Census Bureau, 2019) with a population of 176,753 people, and is the most densely populated part of the SRP. Santa Rosa is centrally located within Sonoma County and acts as a regional commercial hub as well as the County seat. Santa Rosa is also part of a large urbanized corridor along U.S. 101 with Rohnert Park to the south (population 43,291) and Windsor to the north (population 27,128) (Census Bureau 2019). Outside of the City of Santa Rosa, the SRP contains agricultural land uses and smaller municipalities.

2.2 PROJECT LOCATION

The Project is north of College Avenue near the SRJC, Santa Rosa High School (SRHS), and Coddington Mall (refer to Figure 2.2-1 for the Project area). On the east side of U.S. 101, the vicinity of the Project area generally includes single-family homes, schools, and public agency offices. Schools include SRJC, SRHS, and Ridgway High School. SRJC occupies the land between Elliott Avenue, U.S. 101, Bear Cub Way, and Mendocino Avenue. Ridgway High School and SRHS, along with some government and school district offices, occupy the land between Bear Cub Way, U.S. 101, Ridgway Avenue, and Mendocino Avenue. North of Elliott Avenue is single-family residential.

On the west side of U.S. 101, the vicinity of the Project area generally includes low- and medium-density residential, retail and business services, and light industry. One to three-story condominium and apartment complexes are located on Edwards Avenue, Cleveland Avenue, Jennings Avenue, and Range Avenue. Several small businesses are located along Cleveland Avenue facing U.S. 101. Light industrial businesses are located along Foley Street, Cleveland Avenue and Frances Street/Range Avenue. Dick's Sporting Goods and Coddington Mall, a large shopping center, are located on Cleveland Avenue (refer to Figure 2.2-1).

2.3 PROPOSED PROJECT

The Project would construct a 17 foot wide bicycle/pedestrian ADA compliant Class I shared-use overcrossing spanning U.S. 101 between PM 21.0 and PM 21.8, in the City of Santa Rosa in Sonoma County. Proposed improvements to U.S. 101 include excavating and grading for the construction of columns, construction of overcrossing spans, and/or placement of prefabricated overcrossing sections, abutments, ramps, touchdowns, and connection to existing sidewalks and bicycle lanes. The Project would include a 5 foot wide walking lane and an 8 foot wide bicycle path with possible mode separation delineated by a concrete curb/barrier and fencing. The Project includes two Build Alternatives: the Edwards-Elliott Build Alternative (refer to Figure 2.3-1) and the Bear Cub Way Build Alternative (refer to Figure 2.3-2), in addition to the No-Build Alternative.

2.3.1 Edwards-Elliott Build Alternative

The Edwards-Elliott Build Alternative proposes construction of the Project spanning U.S. 101 along the Edwards Avenue/Elliott Avenue corridor. The Build Alternative is located near the Guerneville Sonoma-Marin Area Rail Transit (SMART) Station on the west, and connects to the SRJC campus on the east. On the west side, the Edwards-Elliott Build Alternative would follow the northern edge of Edwards Avenue and touch down next to a truck loading area and driveway entrance for a large retail store currently home to Dick's Sporting Goods. On the east side, this Build Alternative would span over Armory Drive and connect to the south side of Elliott Avenue in the vicinity of Illinois Avenue. The overcrossing would follow a straight alignment for a length of approximately 1,200 feet, and a maximum vertical height of 18.6 feet over U.S. 101. This Build Alternative would require removal of two SRJC buildings and the relocation of approximately four portable buildings owned by SRJC from the south side of Elliott Avenue.

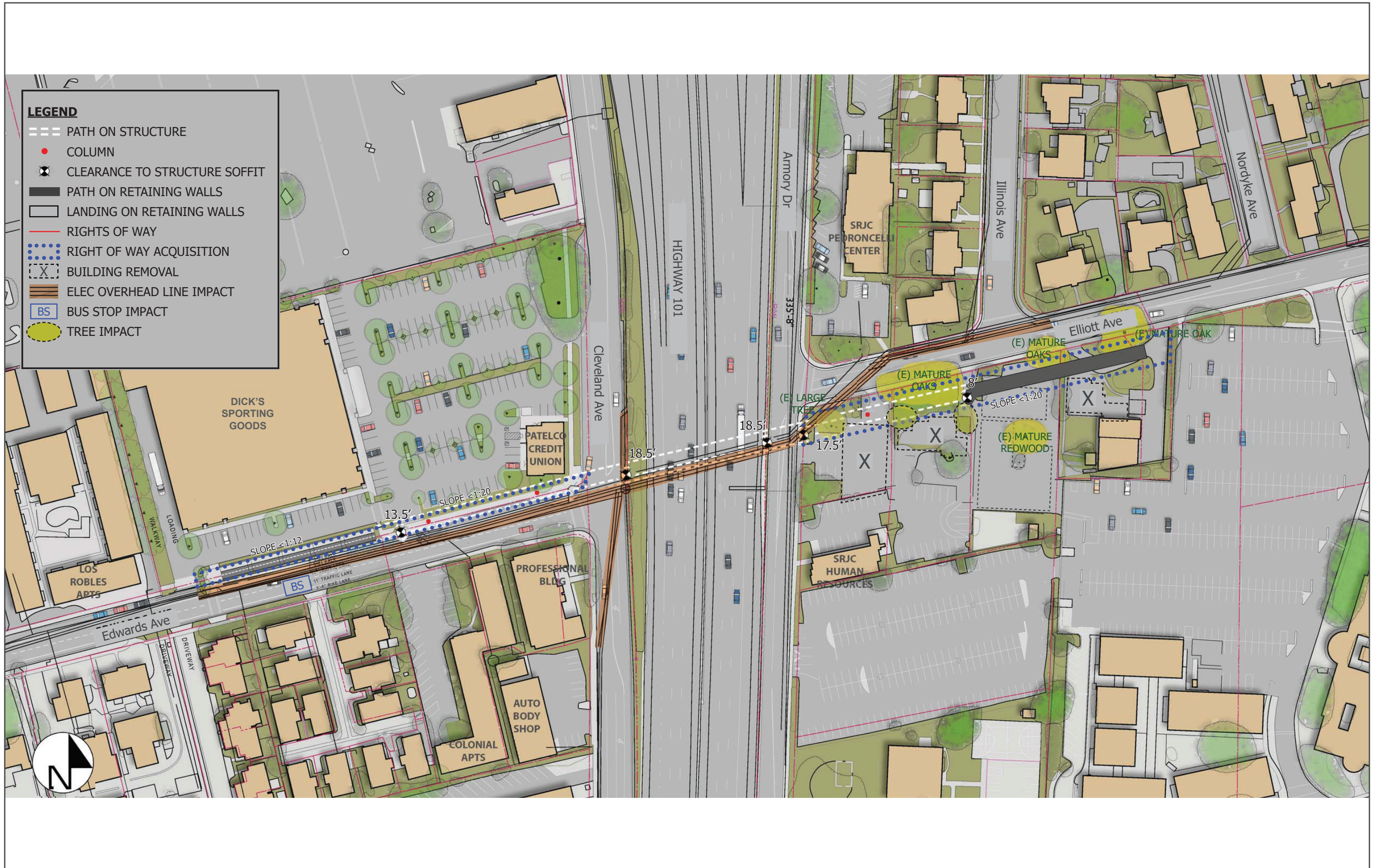
2.3.2 Bear Cub Way Build Alternative

The Bear Cub Way Build Alternative proposes construction of the Project over U.S. 101 connecting Range Avenue on the west to Bear Cub Way at the SRJC campus on the east. On the west side, the Project would touchdown within a commercial parking lot used by Myers' Restaurant Supply and connect to Range Avenue via an at-grade pathway. The eastern touchdown area would be immediately south of Bear Cub Way. This Build Alternative would follow existing sidewalks along Bear Cub Way to Mendocino Avenue. The length of the bridge over U.S. 101 is approximately 1,250 feet with a maximum vertical height of 18.6 feet for this Build Alternative.



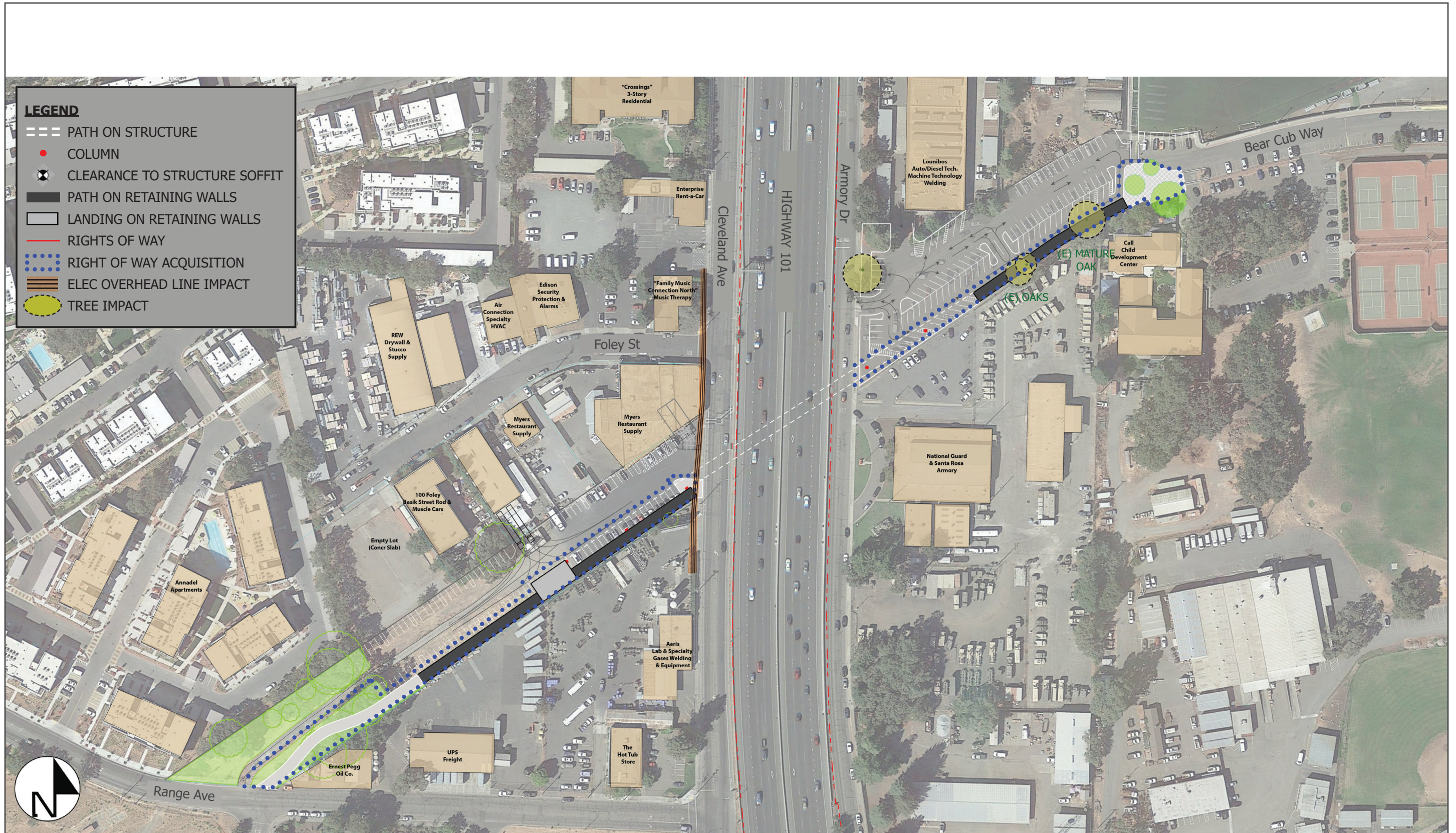
PROJECT AREA

FIGURE 2.2-1



EDWARDS-ELLIOTT BUILD ALTERNATIVE

FIGURE 2.3-1



BEAR CUB WAY BUILD ALTERNATIVE

FIGURE 2.3-2

2.3.3 Overcrossing Construction

In both Build Alternatives, the Project would include an overcrossing structure supported by steel cables anchored to a tower, with approaches constructed on backfilled retaining walls to conform to the existing grade elevations on the east and west sides of U.S. 101. For both Build Alternatives, the proposed tower would be constructed on the east side of Armory Drive. Construction of the overcrossing foundations and structure would consist of site preparation including necessary excavation/grading east and west of U.S. 101, construction of columns and construction of overcrossing spans and/or placement of prefabricated overcrossing sections across U.S. 101.

Both Build Alternatives have the same foundation plan for the elevated portion of the Project (but cross U.S. 101 at different locations). On the west approach, a 12 foot by 9 foot area at each column would be excavated approximately 5 to 6 feet deep for placement of the foundations. On the east side of U.S. 101, the proposed tower would have a foundation requiring excavation of a 30 by 10 foot area to a depth of 8 to 9 feet. Shoring would be installed to stabilize each excavation site. The shoring would likely be set 1 to 2 feet away from the face of the foundations. Pile driving would occur from the bottom of the excavation site. Displacement-type piles (140 ton), anywhere from 60 to 90 feet long, would be used to support the tower and overcrossing span, both approaches, and the associated retaining walls. After all piles are driven, concrete forms and reinforcement would be set, the shoring would be removed, and the concrete pile cap would be poured.

The concrete pile caps, columns and bent caps are anticipated to be installed with conventional cast-in-place concrete techniques, formwork, and equipment. The tower and overcrossing span are anticipated to consist of steel elements that would be prefabricated off-site, then transported and erected on-site with a crane and either welded or bolted in place on the concrete pile cap and bents. The overcrossing span would be attached to the tower with steel cables. The concrete decking would then be installed on the overcrossing span without the need for conventional falsework.

Ramps on the west and east approaches for both Build Alternatives would be supported on foundations requiring excavation to approximately 4 feet below grade. The approach ramp structures are anticipated to consist of either mechanically stabilized embankment (MSE) walls or Caltrans standard cantilevered concrete retaining walls. While both options use bottom-up construction techniques, the MSE wall components would be prefabricated off-site, transported, and erected on-site. Cantilever concrete walls would be installed utilizing conventional cast-in-place construction techniques and equipment.

2.4 CONSTRUCTION METHODOLOGY, SCHEDULE, AND STAGING

The Project would require temporary full nighttime closures and detours of both U.S. 101 and the adjacent frontage roads for placement of the overcrossing structure and traffic handling devices. The construction staging areas would be located within the City of Santa

Rosa right of way, temporary construction easements (TCEs) and, in the SRJC parking lots within the Project area. The SRJC parking lots would be closed for less than one year.

2.4.1 Drainage Improvements

For both Build Alternatives, the overcrossing drainage would collect surface runoff from the Project and tie into the City stormwater system at both the east and west landings. Drainage modifications, including tie-ins, inlet adjustments and relocations may be required. For the Edwards-Elliott Build Alternative, a 30 inch storm drainage pipe at the intersection of Armory Drive and Elliott Avenue would be relocated to accommodate the overcrossing foundation. Inlet structures located along Edwards Avenue, in the Dick's Sporting Goods parking lot, and one inlet within Caltrans right of way would require removal and replacement. Minor drainage work would be required for inlets in the Myers Restaurant Supply parking lot and SRJC parking lot for the Bear Cub Way Build Alternative.

Post-construction stormwater treatment improvements complying with Caltrans and local National Pollutant Discharge Elimination Systems (NPDES)/Regional Water Quality Control Board (RWQCB) permitting is not required as the Project creates less than 5,000 square feet of new impervious area(s) within Caltrans right of way. The potential for temporary stormwater quality impacts shall be addressed by temporary construction best management practices (BMPs), such as the installation of silt fencing, fiber rolls, and drainage inlet protection.

2.4.2 Tree Removal and Vegetation Impacts

Both Build Alternatives would require clearing and grubbing of existing vegetation and tree removal. The Edwards-Elliott Build Alternative would require the removal of approximately seven mature trees, including three native trees on the SRJC property and Elliott Avenue, as well as removal of a small number of ornamental/street tree saplings (not mature trees) along Edwards Avenue. Additionally, approximately 7,000 square feet of vegetation would require clearing and grubbing. The Bear Cub Way Build Alternative would require the removal of five mature trees on the east side of U.S. 101 in the parking lot adjacent to Armory Drive. Approximately 16,700 square feet of vegetation would require clearing and grubbing.

2.4.3 Construction Schedule

Construction of the Project is expected to take two years to complete. The Project would require approximately 464 working days with daily work hours from 7:00 a.m. to 7:00 p.m., Monday through Friday. Night work would occur on approximately 10 days during the construction period. Construction activities within drainages would be restricted to the dry season (May 1 to October 31). In addition, tree removal would be scheduled to avoid impacts to nesting birds (February 1 to September 30).

2.4.4 Right of Way and Temporary Construction Easements

The Project would require permanent and temporary acquisitions and easements from select parcels adjacent to the Project area. Parcels potentially affected under the Edwards-Elliott Build Alternative and the Bear Cub Way Build Alternative are described below.

Edwards-Elliott Build Alternative

The Edwards-Elliott Build Alternative would require a total of 8,815 square feet of right of way acquisition. On the east side, approximately 7,580 square feet of right of way would be acquired from SRJC south of Elliott Avenue. On the west side, approximately 1,235 square feet of right of way would be acquired encompassing a sidewalk and landscape improvements adjacent to the Dick's Sporting Goods parking lot and Patelco Credit Union along the north edge of Edwards Avenue.

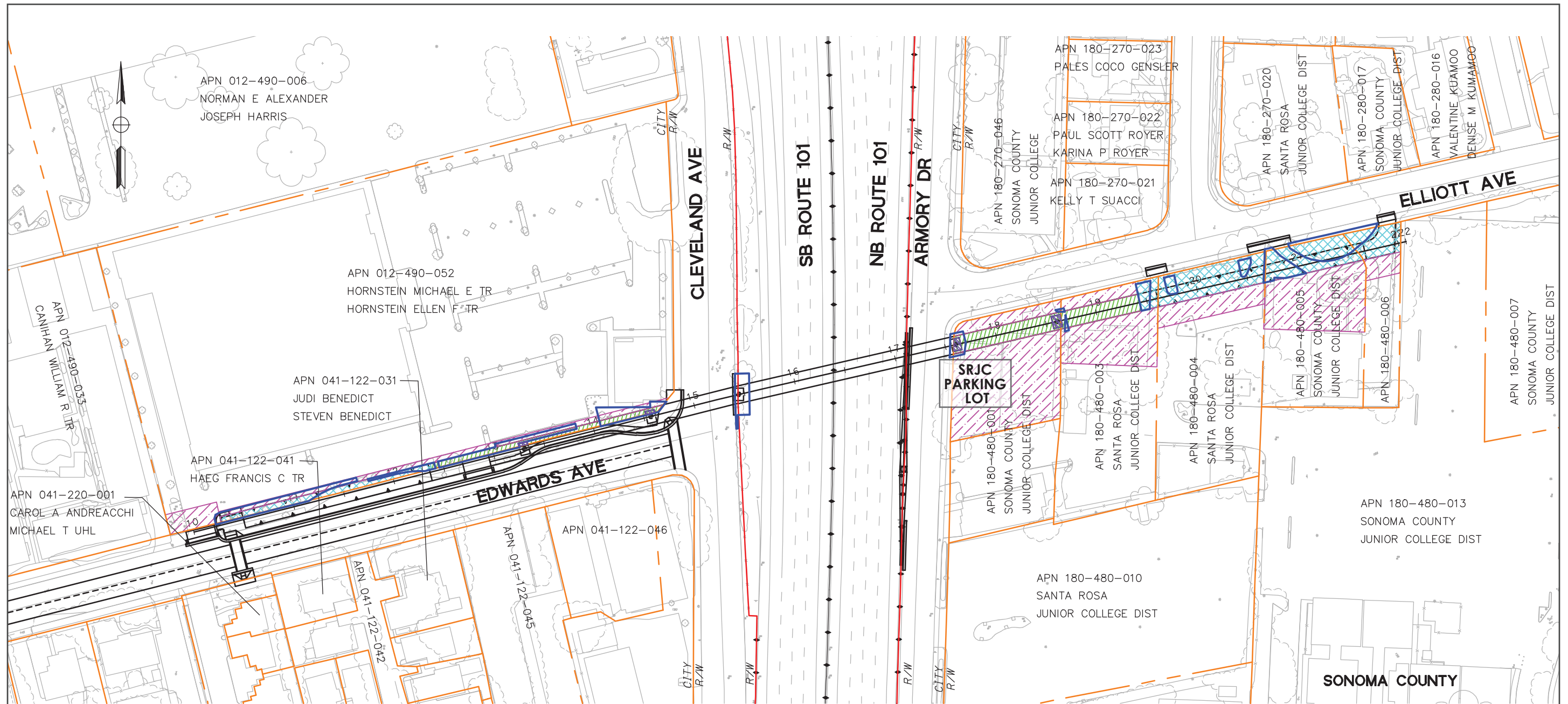
This Build Alternative would result in removal of the SRJC Public Relations Building (1990 Armory Drive) and a former residence used by SRJC Summer Repertory Theater (708 Elliott Avenue). Portable buildings and parking stalls within the Project area would also require removal/relocation.

A total of approximately 27,055 square feet of TCEs would be required for this Build Alternative. A TCE of approximately 3,255 square feet would be required along the Dick's Sporting Goods and Patelco parking lot, which includes the western driveway and some of their landscaped areas, located along Edwards Avenue west of U.S. 101. Additionally, TCEs of approximately 23,800-square feet would be required from five SRJC parcels fronting Elliott Avenue. These TCEs would be located on the same parcels where right of way acquisitions are required for the Project (refer to Figure 2.4-1).

Bear Cub Way Build Alternative

The Bear Cub Way Build Alternative would require a total of 26,470 square feet of right of way acquisition. On the east side, approximately 4,655 square feet of right of way would be acquired from the SRJC "Bear Cub Way" parking lot. The existing SRJC parking lot would be reconfigured and restriped to accommodate 115 parking stalls, resulting in a reduction of 42 stalls. On the west side, approximately 21,815 square feet of right of way would be acquired from the Myers Restaurant Supply parking lot. The Myers Restaurant Supply parking lot would also be restriped to accommodate 39 stalls, which would result in the loss of five parking stalls. This alternative would not result in the demolition or removal/relocation of buildings.

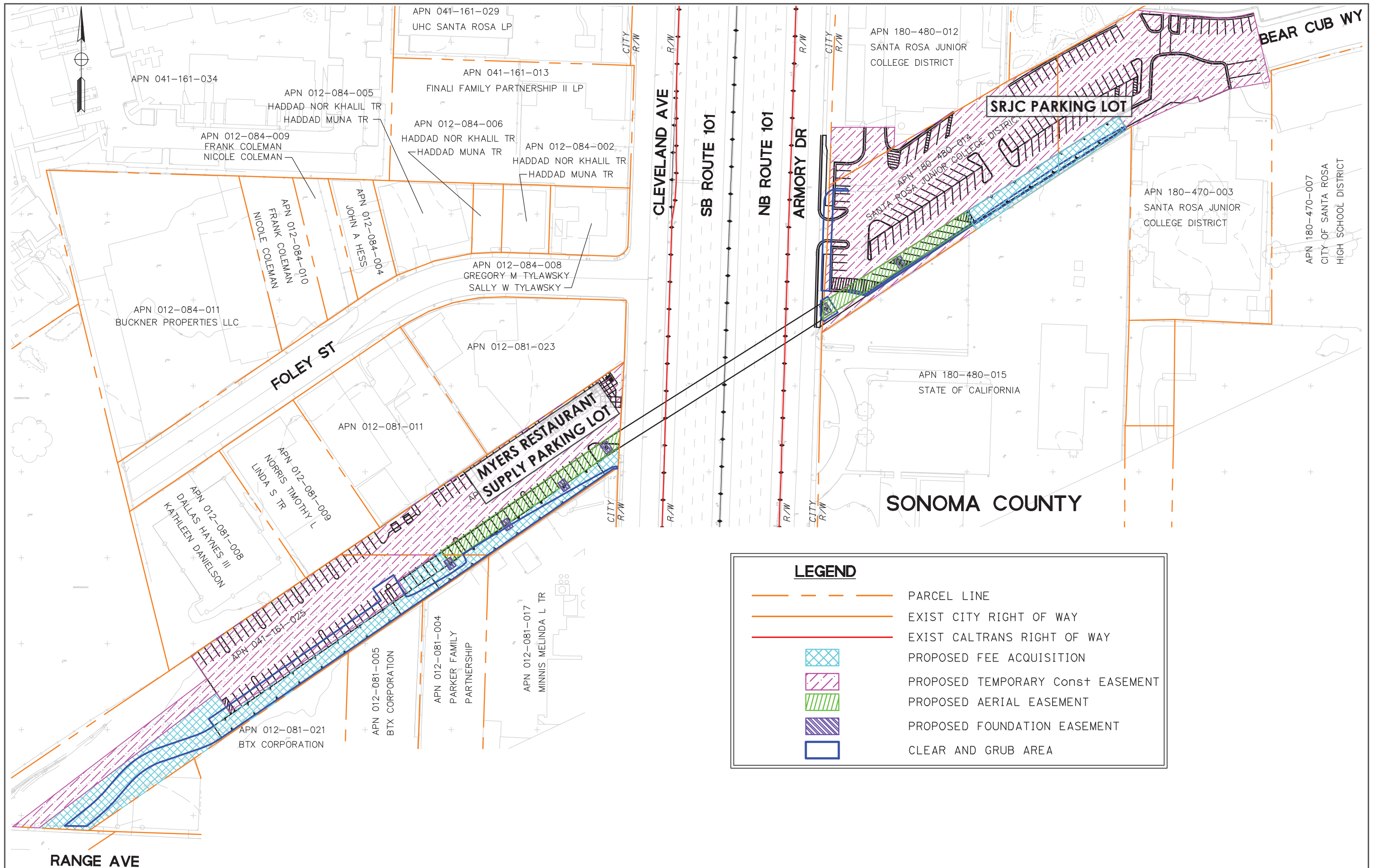
A total of 111,880 square feet of TCE would be required for this Build Alternative: 46,080 square feet would be required from Myers Restaurant Supply on the west side of U.S. 101 and 65,800 square feet would be required from SRJC on the east side of U.S. 101 (refer to Figure 2.4-2).



LEGEND	
	PARCEL LINE
	EXIST CITY RIGHT OF WAY
	EXIST CALTRANS RIGHT OF WAY
	PROPOSED FEE ACQUISITION
	PROPOSED TEMPORARY Const EASEMENT
	PROPOSED AERIAL EASEMENT
	PROPOSED FOUNDATION EASEMENT
	CLEAR AND GRUB AREA

EDWARDS-ELLIOTT BUILD ALTERNATIVE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS

FIGURE 2.4-1



SONOMA COUNTY

LEGEND	
	PARCEL LINE
	EXIST CITY RIGHT OF WAY
	EXIST CALTRANS RIGHT OF WAY
	PROPOSED FEE ACQUISITION
	PROPOSED TEMPORARY Const EASEMENT
	PROPOSED AERIAL EASEMENT
	PROPOSED FOUNDATION EASEMENT
	CLEAR AND GRUB AREA

BEAR CUB WAY BUILD ALTERNATIVE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS

FIGURE 2.4-2

2.4.5 Utility Relocations

Edwards-Elliott Build Alternative

Three existing PG&E utility poles would require relocation. One of the existing poles is located adjacent to northbound Cleveland Avenue, at the intersection of Edwards and Cleveland Avenues. The second pole is located along northbound Armory Drive, approximately 40 feet south of the intersection of Elliott Avenue and Armory Drive. The last pole that would be relocated is along northbound Armory Drive, approximately 140 feet north of the intersection of Elliott Avenue and Armory Drive. A Santa Rosa Water meter and fire hydrant on westbound Edwards Avenue require relocation due to modifications in the curb line to accommodate a relocated bus stop. These water facilities would be relocated behind the new curb line. An existing Santa Rosa Sanitary Sewer manhole on westbound Edwards Avenue is in conflict with the proposed retaining wall and would need to be relocated into the roadway.

Bear Cub Way Build Alternative

An existing utility pole would require the relocation of the PG&E, AT&T, and Comcast on joint poles along southbound Cleveland Avenue. No other utility relocation would be required for this Build Alternative.

2.4.6 Parking, Roadway Modifications, and Signage

Roadway realignments would be needed for the Bear Cub Way Build Alternative. Both Build Alternatives would include signage and parking modifications.

Edwards-Elliott Build Alternative

The Edwards-Elliott Build Alternative would remove 14 parking stalls from an SRJC parking lot on Elliott Avenue, east of U.S. 101. In addition, the existing bus stop on Edwards Avenue near Dick's Sporting Goods would be relocated further east on Edwards Avenue to a location just west of Cleveland Avenue.

An existing overhead sign on U.S. 101 near the Steele Lane off ramp is located on a concrete barrier at the edge of the Caltrans right of way and would be relocated approximately 100 feet south of its current location. The existing concrete barrier in this location would need to be reconstructed for a length of 225 feet. Excavation depths for the sign relocation would be up to 25 feet.

Bear Cub Way Build Alternative

The Bear Cub Way Build Alternative would realign Bear Cub Way approximately 50 feet to the south through the existing SRJC parking lot. The reconfiguration of the existing substandard SRJC parking lot would be restriped to accommodate 115 parking stalls,

resulting in a reduction of 42 stalls. The Myers Restaurant Supply parking lot would also be restriped to accommodate 39 stalls, which would result in the loss of five parking stalls.

The Bear Cub Way Alignment would include way-finding signage to direct users through the SRJC campus to Mendocino Avenue.

2.4.7 Construction Activities

The Project includes temporary construction access, laydown, and reconstruction areas that would occur between Cleveland Avenue/Edwards Avenue and Armory Drive/Elliott Avenue for the Edwards-Elliott Build Alternative, and between the Cleveland Avenue and Armory Drive/Bear Cub Way for the Bear Cub Way Build Alternative.

2.4.8 Road Closures and Detours

During the construction of the overcrossing spanning U.S. 101, both Build Alternatives would require full nighttime closures for one week or one weekend (depending on the contractor). In the northbound direction, U.S. 101 between College Avenue and Steele Lane would be temporarily closed with a detour via College Avenue to Mendocino Avenue to Steele Lane. For the southbound direction, U.S. 101 would be temporarily closed between Steele Lane and College Avenue with a detour via Steele Lane to Cleveland Avenue to College Avenue.

Nighttime or weekend closure of Armory Drive for the placement of the overcrossing would require detours from Elliott Avenue at the north and Ridgway Avenue at the south to Mendocino Avenue. Nighttime closures for one week or one weekend of Cleveland Avenue from Guerneville Road to Jennings Avenue would be required with detour via Range Avenue.

Existing bicycle lanes in the Project area are located along Cleveland Avenue, extending south of Frances Street to Guerneville Road. Additional bicycle lanes are located on the north side of Edwards Avenue and on Range Avenue south of Jennings Boulevard to Briggs Avenue, west of U.S. 101. On the east side of U.S. 101, bicycle lanes are present on Mendocino Avenue. For both Build Alternatives, bicycles on the east side of U.S. 101 would be temporarily detoured to Mendocino Avenue during construction of the Project, and on the west side of U.S. 101, bicycles would be detoured to Range Avenue.

2.4.9 Staging Locations

Edwards-Elliott Build Alternative

The Project would require temporary nighttime closures of U.S. 101 and the adjacent frontage roads for placement of the overcrossing structure. The staging for Edwards-Elliott Build Alternative would likely be located at an SRJC parking lot along Armory Drive approximately 50 feet south of Elliott Avenue. The use of an SRJC parking lot for construction would result in temporary closure for less than one year. On the west side of

U.S. 101, construction staging would occur in the City of Santa Rosa right of way on Edwards Avenue.

Bear Cub Way Build Alternative

The location of construction staging for the Bear Cub Way Build Alternative would be located on the SRJC parking lot (along Armory Drive) and the Myers Restaurant Supply parking lot. The use of the SRJC parking lot for construction would result in temporary, full closure for less than one year. The parking stalls in the Myers Restaurant Supply lot would be temporarily relocated on vacant land southwest and adjacent to the existing lot within the Project area.

2.5 PROJECT FEATURES

The Project contains a number of standardized project components which are employed on most, if not all of Caltrans projects and were not developed in response to any specific environmental impact resulting from the Project. These components are referenced as Project Features in Chapter 3 as they pertain to different environmental resources, and are separated out from avoidance and minimization measures (AMMs) and Mitigation Measures (MMs), which directly relate to the impacts resulting from the Project.

Table 2-1 lists the Project Features that would be implemented by Caltrans and the construction contractor to reduce or avoid potential impacts to the human and natural environment.

Table 2-1: Project Feature Summary

Resource Area	Project Feature References	Project Feature
Aesthetics	Feature AES-1	Preserve Mature Trees. To the extent feasible, existing mature trees would be preserved. With input from a Caltrans biologist, arborist or landscape architect working with the contractor, the approach to the construction activities would be modified to avoid tree removal wherever possible.
Aesthetics	Feature AES-2	Protect Existing Trees and Vegetation. The Caltrans biologist would field mark and approve trees to be removed prior to removal. High visibility temporary fencing would be placed around significant trees or other desirable vegetation before construction begins. Vegetation outside of clearing and grubbing limits would be protected from the contractor's operations, equipment, and materials storage. Tree trimming would be limited to the minimum required to provide a clear work area.

Resource Area	Project Feature References	Project Feature
Aesthetics	Feature AES-3	Visual Impacts from Construction. Construction activities would be phased to minimize disturbance to the shortest feasible time. Construction lighting would be limited to the area of work and avoid light trespass through directional lighting, shielding of light fixtures, and other measures as needed.
Air Quality	Feature AIR-1	Idling and Access Points. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points.
Air Quality	Feature AIR-2	Maintaining Construction Equipment and Vehicles. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation on the Project.
Air Quality	Feature AIR-3	<p>Contractor Air Quality Compliance. The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9. The Project would comply with the Bay Area Air Quality Management District (BAAQMD) published CEQA Air Quality Guidelines BMPs for all construction projects, as outlined below:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt 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. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • 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.

Resource Area	Project Feature References	Project Feature
Biological Resources	Feature BIO-1	<p>Migratory Birds. Construction activities would occur to the extent feasible outside of the nesting bird season. If construction activities are initiated during the nesting bird season (February 1 to September 30) a pre-construction survey would be conducted by a Caltrans biologist within 14 days prior to ground disturbance to determine if nesting birds are present within or adjacent to the Biological Study Areas (BSAs).</p> <p>If no nesting birds are detected during pre-construction surveys, construction can proceed as normal. If active nests of protected species are found within the survey area, a work exclusion zone would be established around each nest by the Caltrans biologist. Established exclusion zones would remain in place until all young in the nest have fledged or the nest otherwise becomes inactive (e.g., due to predation). Appropriate exclusion zone sizes would be determined by a Caltrans biologist and vary dependent upon the species, nest location, existing visual buffers, noise levels, and other factors. An exclusion zone radius may be as small as 50 feet for common, disturbance-adapted species or as large as 250 feet or more for raptors. Exclusion zone size may be reduced from established distances if supported with nest monitoring findings by a Caltrans biologist indicating that work activities outside the reduced radius are not adversely impacting the nest and that a reduced exclusion zone would not adversely affect the subject nest.</p>
Biological Resources	Feature BIO-2	<p>Vegetation Removal. Vegetation removed shall be the minimum necessary to complete the Project. Areas of existing vegetation that are not necessary to be removed should remain and can be protected by being driven on only when soil is dry enough to support equipment or fenced off with construction fencing.</p>
Cultural Resources	Feature CUL-1	<p>Discovery of Cultural Resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a Caltrans qualified archaeologist can assess the nature and significance of the find.</p>

Resource Area	Project Feature References	Project Feature
Cultural Resources	Feature CUL-2	Discovery of Human Remains. If remains are discovered during excavation, all work within 60 feet of the discovery would halt and Caltrans' Cultural Resource Studies office would be called. Caltrans' Cultural Resources Studies Office Staff would assess the remains and, if determined human, would contact the County Coroner as per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, the Coroner will contact the Native American Heritage Commission who would then assign and notify a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on respectful treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
Greenhouse Gas Emissions	Feature GHG-1	Reclaimed Water. To the extent feasible, reclaimed water may be used to reduce greenhouse gas (GHG) emissions produced during construction.
Hazards and Hazardous Material	Feature HAZ-1	Hazardous Material. Should impacted soil (as evidenced by staining and/or odors) be encountered during construction activities, the Resident Engineer overseeing construction should stop work until a hazardous waste specialist is able to assess the soil for proper handling.
Hazards and Hazardous Material	Feature HAZ-2	Aerially Deposited Lead Work Plan. A work plan for aerially deposited lead if required would be prepared during the design phase.
Hazards and Hazardous Material	Feature HAZ-3	Groundwater Sampling. Should groundwater be encountered during construction/excavation activities and dewatering become necessary, regulatory compliance and permitting consistent with the RWQCB and National Pollutant Discharge Elimination System (NPDES) requirements should be adhered to, and groundwater sampling should be conducted.

Resource Area	Project Feature References	Project Feature
Hydrology and Water Quality	Feature HYD-1	<p>Water Quality BMPs. The potential temporary impacts shall be addressed by the implementation of Temporary Construction BMPs, including the following:</p> <ul style="list-style-type: none"> • Temporary soil stabilization: scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, outlet protection, and slope drains. • Temporary sediment control: silt fence, fiber rolls, gravel bags, street sweeping, sandbag barrier, and temporary drainage inlet protection. • Tracking control practices: temporary construction entrance/exit and temporary construction roadway. • Non-stormwater management: water conservation practices, dewatering operations, paving, sealing, sawcutting and grinding operations, vehicle and equipment cleaning, vehicle and equipment fueling, vehicle and equipment maintenance, pile driving operations, concrete curing, and concrete finishing. • Waste management and materials pollution control: material delivery and storage, material use, stockpile management, spill prevention and control, solid waste management, concrete waste management sanitary and septic waste management, and liquid waste management.
Noise	Feature NOI-1	<p>Idling of Internal Combustion Engines. Unnecessary idling of internal combustion engines should be strictly prohibited.</p>
Noise	Feature NOI-2	<p>Maintaining Internal Combustion Engines. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</p>
Transportation and Traffic	Feature TRA-1	<p>Traffic Management Plan (TMP). A TMP will be prepared in the design phase and implemented in construction which will provide detour routes and notification to emergency and medical providers in the Project area of alternate access routes during temporary closures.</p>
Utilities and Service Systems	Feature UTI-1	<p>Trash Management. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the project limits. A Trash Reduction System would also be developed and implemented per Caltrans NPDES Permit and San Francisco RWQCB Cease and Desist Order.</p>

Resource Area	Project Feature References	Project Feature
Utilities and Service Systems	Feature UTI-2	Notify Utility Owners of Construction Schedule to Protect Utilities. All affected utility companies, would be notified of construction schedules for Project work so that they can relocate or provide special instructions for utility protection if needed, and minimize disruption of utility service.

2.6 NO BUILD ALTERNATIVE

The No Build Alternative would mean that the Project would not be constructed and there would be no improvements to bicycle and pedestrian safety along this section of U.S. 101. This Alternative does meet the purpose and need for the Project.

2.7 PERMITS AND APPROVALS NEEDED

There are no anticipated permits or approvals needed for the Project.

CHAPTER 3 CEQA EVALUATION

The following discussions evaluate potential environmental impacts of the Project, as described in Chapter 2 as they relate to the CEQA checklist to comply with CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

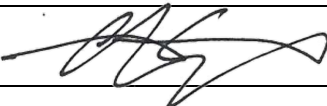
As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered, but no adverse impacts were identified: agriculture and forestry, energy, land use/planning, mineral resources, population/housing, public services, recreation, and tribal cultural resources. The environmental factors checked below in Table 3-1 would be potentially affected by the Project. Further analysis of these environmental factors is included in the following sections.

Table 3-1: Environmental Factors Potentially Affected

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

DETERMINATION:

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	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.
	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
Signature: 	
Date: June 19, 2020	
Printed Name: Christopher Caputo	

CEQA ENVIRONMENTAL CHECKLIST

This checklist (presented at the beginning of each resource section below in the form of a table listing the pertinent questions applicable to the resource and four columns of check boxes where the degree of impact is indicated) identifies physical, biological, social, and economic factors that might be affected by the Project. In many cases, background studies performed in connection with the Project indicate that there are no impacts to a particular resource. A “no impact” answer in the last column reflects this determination. The words “significant” and “significance” used throughout the checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

As noted previously, Project Features, which may include both design elements of this project and standardized measures that are applied to all or most Caltrans projects, such as BMPs and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and are considered prior to any significance determinations. A list of the Project’s Project Features, AMMs, and MMs can be reviewed in the Environmental Commitments Record in Appendix B.

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?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Earthview Sciences prepared a Visual Impact Analysis for the Project in October 2019. The findings of this analysis are presented herein.

The character of either Build Alternative would be largely compatible with existing visual character. The Project would introduce urban elements that generally complement the existing landscape. From U.S. 101, the Project would introduce a new overcrossing structure with a large-scale concrete form, strong horizontal lines, vertical columns, and hardscape textures that would be highly compatible with existing bridge forms already visible from the highway.

Either Build Alternative would create some change in character to their surroundings. Many viewers that would have substantial views of the Project already have substantial views of the highway corridor to which the new overcrossing would be visually compatible. Other viewers would only have views of the Project tower or pylon tips. The Project tower would be taller in scale than most surrounding structures and would introduce strong vertical lines and hardscape. However, because the tower would narrow toward the top and would be a relatively light color, it would not dominate views. Either Build Alternative would require tree removal that would alter the character of views. Vegetation removal would be greater for the Edwards-Elliott Build Alternative than the Bear Cub Way Build Alternative. Overall, character compatibility would be moderate for the Edwards-Elliott Build Alternative and moderately high for the Bear Cub Way Build Alternative.

a) Less Than Impact

The Project would be visible from U.S. 101, a City of Santa Rosa designated a scenic highway. However, both Build Alternatives would have a low permanent visual impact from U.S. 101 with the incorporation of AMMs AES-1, AES-2, and AES-3. The Project would not be visible from any other scenic vista points within the City of Santa Rosa including city parks. Project elements may be visible from scenic vistas on hills east of the city including Spring Lake Park or Trione-Annadel State Park but, if visible, Project elements would be a small part of a large urban vista and blend in with the highway corridor.

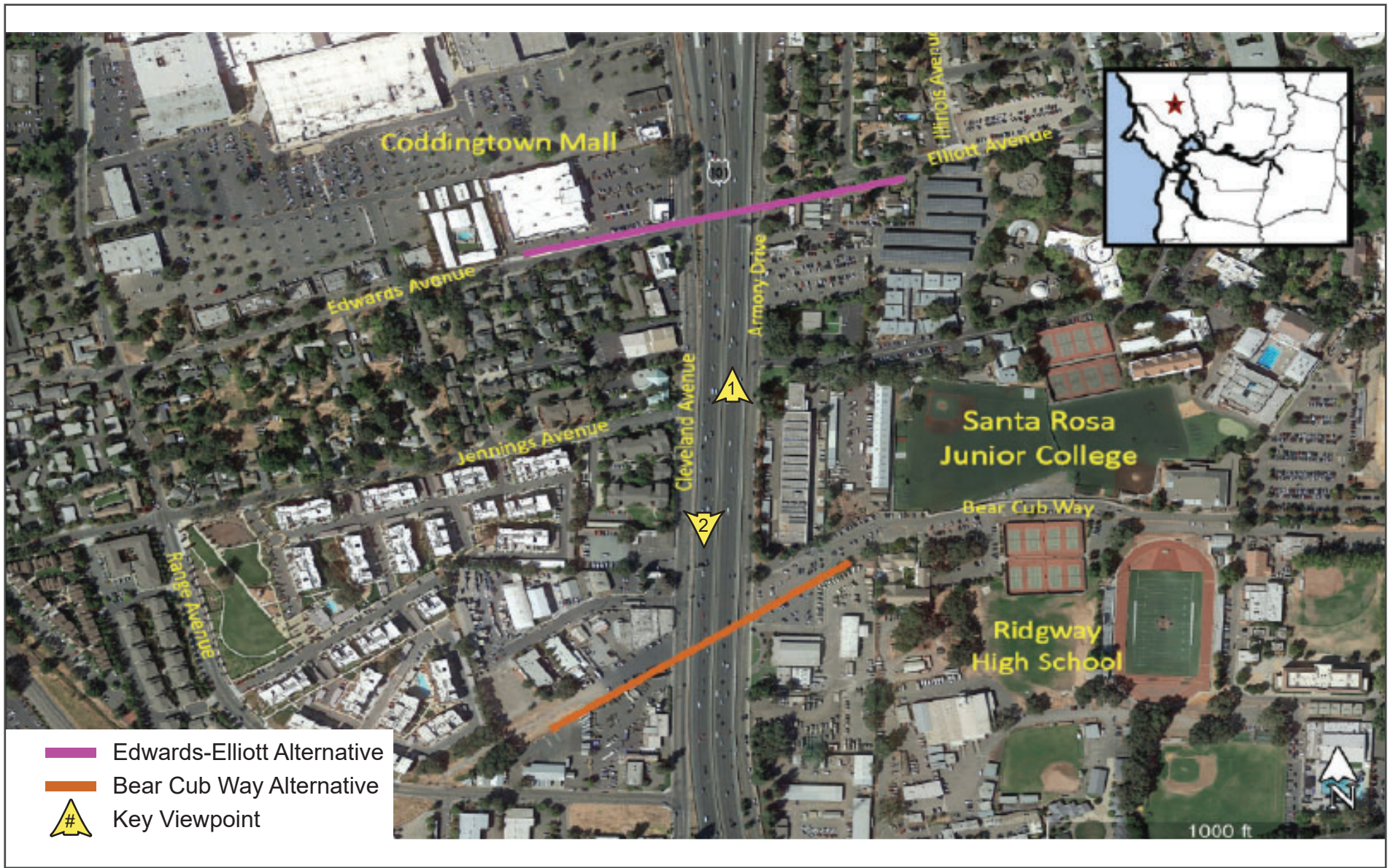
b) No Impact

The Project is neither located along nor visible from a state scenic highway. Therefore, it would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c) Less than Significant Impact

The Project would not substantially degrade the existing visual character or quality of public view of the site and its surroundings. The Project would be compatible with the existing visual character despite temporary construction activities (refer to Figures 3.0-1 to 3.0-3)

The construction of the Project for both Build Alternatives would require tree removal, clearing and grubbing of existing vegetation. The Edwards-Elliott Avenue Build Alternative would require the removal of approximately seven mature trees on the SRJC property along Elliott Avenue and removal of a small number of saplings along Edwards Avenue. The Bear Cub Way Build Alternative would require the removal of five mature trees on the east side of U.S. 101 in the parking lot adjacent to Armory Drive. However, with implementation of Project Features AES-1 and AES-2 in Table 2-1 and AMM AES-1, the Project would be consistent with the City's tree ordinance and would result in a less than significant impact.



KEY VIEWPOINT LOCATIONS

FIGURE 3.0-1



KEY VIEWPOINT (KVP) 1 – From U.S. 101 northbound toward Edwards-Elliott Alternative.



KEY VIEWPOINT (KVP) 1 – Simulated view of Edwards-Elliott Alternative from U.S. 101 northbound.



KEY VIEWPOINT (KVP) 2 – From U.S. 101 southbound toward Bear Cub Way Alternative.



KEY VIEWPOINT (KVP) 2 – Simulated view of Bear Cub Way Alternative from U.S. 101 southbound.

d) Less Than Significant Impact

The Project would not create a new source of substantial light or glare. Once constructed, the Project would have lights in the overcrossing railings and at touchdown areas and approaches that would be directed toward the bicycle/pedestrian path. On the west side of the Bear Cub Way Build Alternative, the Project would install minimal pathway lighting through the trees located along the at-grade pathway connecting the touchdown to Range Avenue. The character of nighttime views from surrounding areas would not be substantially affected under either Build Alternative. With AMM AES-2, tower(s) would be lit by dark sky friendly lighting. During construction, some work would occur at night. With Project Feature AES-3, in Table 2-1, lighting associated with construction activities would be temporary, directed toward the work area, and would not constitute a substantial new permanent source of light.

Avoidance and Minimization Measures

Aesthetic AMMs would be implemented to reduce potential effects on environmental resources. These measures would include minimizing the area of impact to the maximum extent feasible.

AMM AES-1 Landscaping.

New tree planting and landscaping would occur around the Project where feasible and be included in the Project contract plans. For the Edwards-Elliott Build Alternative, landscaping on the SRJC campus would occur adjacent to the Project area.

AMM AES-2 Aesthetic Treatments

The Project contract plans shall include the following aesthetic treatments:

- Retaining walls would have decorative texturing, patterning, coloring, and/or be landscaped “green” walls
- Project color palette would be complementary to surrounding natural context
- Safety fencing would maximize visual transparency
- Lighting of tower(s) would be dark sky friendly

AMM AES-3 Tower Location.

Tower(s) would be located on east side of U.S. 101 to avoid blocking views of small business and their signage along Cleveland Avenue from U.S. 101.

With the incorporation of protections for existing trees, replacement landscaping, aesthetic treatments, location of the tower(s), and focused construction lighting, the Project would have a less than significant impact.

AGRICULTURE 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

The Project is in an area designated as Urban and Built-Up land by the California Department of Conservation, Division of Land Resources Protection-Farmland Mapping and Monitoring Program (California Department of Conversation 2016).¹

a-e) No Impact

The proposed Build Alternatives would not convert farmland or forest land or be in conflict with existing timberland zoning as there are none of these land uses within the Project area.

¹ California Department of Conservation. California Important Farmland Finder. Accessed November 4, 2019. <https://maps.conservation.ca.gov/DLRP/CIFF/>

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?				X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X

Illingworth & Rodkin, Inc. prepared a Construction Air Pollutants and Greenhouse Gas Emissions Analysis in March 2019. The findings of this analysis are presented herein.

a) No Impact

Construction activities would not be in conflict with an air quality plan. There would be no impact.

b,c) Less Than Significant Impact

The Project is considered construction of a bicycle and pedestrian facility and is exempt from air quality conformity determination under 40 *Code of Federal Regulations* (CFR) 93.126 as the construction of bicycle and pedestrian facilities are exempt from Federal air quality State Implementation Plan (SIP) conformity requirements. The Project would be required to comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with air-pollution control rules, regulations, ordinances, and statutes that apply in the Project area.

The air quality emissions would be associated with demolition of the existing uses within the Project area and construction of the new bicycle and pedestrian infrastructure. Table 3-2 shows average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter with aerodynamic diameter of less than 10 micrometers (PM₁₀), and smaller particulate matter less than 2.5 micrometers in diameter (PM_{2.5}) during construction of the Project. Other construction air pollutants are expected to be minimal to negligible.

Table 3-2: Construction Period Emissions

Scenario	ROG	NOx	PM₁₀ Exhaust	PM_{2.5} Exhaust
Edwards-Elliott Alignment Alternative				
Total Construction Emissions (tons)	1.24	11.80	0.49	0.45
Average Daily Emissions (pounds/day)	5.34	50.86	2.11	1.94
Bear Cub Alignment Alternative				
Total Construction Emissions (tons)	1.25	11.84	0.50	0.45
Average Daily Emissions (pounds/day)	5.40	51.03	2.16	1.94
BAAQMD Thresholds (pounds per day)²	54.0	54.0	82.0	54.0
Source: Illingworth & Rodkin, Inc. Construction Air Pollutants and Greenhouse Gas Emissions Analysis. March 15, 2019.				

The Project would comply with the BAAQMD published CEQA Air Quality Guidelines identified in Project Feature AIR-1, AIR-2, and AIR-3, in Table 2-1.

With the incorporation of Project Feature AIR-1, AIR-2, and AIR-3 and the Caltrans Standard Specification 14-9, Air Quality, the Project would have a less than significant impact.

d) No Impact

Construction activities would not generate emissions resulting in excessive odors. There would be no impact.

² BAAQMD construction emission thresholds are based on average daily emissions of 54 pounds for ROG, NOx and PM_{2.5}, and 82 pounds for PM₁₀ exhaust.

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 plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?			X	
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 or U.S. Fish and Wildlife Service?				X
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

WRA, Inc. prepared a Natural Environmental Study (NES) for the Project in March 2019. HortScience-Bartlett Consulting prepared a Tree Report for the Project in January 2019. The following text summarizes and analyzes the information presented in the NES and Tree Report.

The BSAs encompass the entire extent of the limits of the Project at each of the two Build Alternative locations, approximately 0.25 mile apart, as well as a 50 foot buffer around each Build Alternative, which was determined to be sufficient to encompass all potential biological impacts associated with the Project. The BSAs are classified as Urban Rural Habitat and consist of urban and suburban settings, including residential, light industrial, institutional, and commercial-retail development. The BSAs are located on relatively level ground within and adjacent to the eastern boundary of the SRP geographic area.

A regional list of special-status wildlife and plant species was compiled by querying databases from the United States Fish and Wildlife Service (USFWS) (USFWS 2018),

California Native Plant Society (CNPS) (CNPS 2018), and California Natural Diversity Database (CNDDDB) (California Department of Fish and Wildlife (CDFW) 2018). Each special-status wildlife and plant species on the regional list was evaluated to determine its potential to occur within the BSAs.

WRA staff conducted field surveys of the BSAs on December 6, 2018, which confirmed that the BSAs do not include sensitive habitats, wildlife corridors, or habitat connectivity. Six species of birds and 31 species of plants consisting mainly of non-natives were observed during the wintertime survey. Potential suitable habitat for the Allen's hummingbird (*Selasphorus sasin*), Nuttall's woodpecker (*Picoides nuttallii*), and Oak titmouse (*Baeolophus inornatus*) exist within the BSAs.

The BSAs do not contain sensitive biological communities. There are no jurisdictional wetland or non-wetland water features within the BSAs. Man-made drainage ditches constructed in upland areas are present in the western portion of the Bear Cub Way Build Alternative BSA. The ditches are not considered jurisdictional under the federal Clean Water Act because they were dug on dry land. The ditches drain into an underground stormwater system which outfalls into Steele Creek, and function as stormwater treatment features for protecting water quality from stormwater that emanates from the surrounding parcels. Such water quality protection is required by Santa Rosa MS4 (water discharge requirements) and permitted through the RWQCB (MS4 Order No. R1-2015-0030). Therefore, these ditches are under no additional regulation by RWQCB. The man-made drainage ditches are not considered stream or riparian habitat by CDFW because they do not support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. Oak trees present in the vicinity of the drainage ditches are not considered riparian vegetation as they do not depend on the drainage ditch for moisture.

a) Less than Significant Impact

Special-status species include those plants and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal Endangered Species Act (FESA) or California Endangered Species Act (CESA). These acts afford protection to both listed and proposed species. In addition, CDFW Species of Special Concern (species that face extirpation in California if current population and habitat trends continue) and USFWS Birds of Conservation Concern (BCC) are all considered special-status species. Although CDFW Species of Special Concern generally have no special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the United States, including non-status species, have guidance for protection under the Migratory Bird Treaty Act of 1918, and are protected by the California Fish and Game Code (CFG) under sections 3503, 3503.5 and 3513. Plant species on the CNPS Rare and Endangered Plant Inventory (Inventory) with California Rare Plant Ranks (Rank) of 1 and 2 are also considered special-status plant species and must be considered under CEQA.

Special-Status Species

No special-status species were observed during the December 2018 site visit. The Project area is a developed urban area and neither BSA contains suitable habitat to support special-status plant species due to the lack of suitable hydrologic conditions (e.g., seasonal wetland or vernal pools), lack of suitable edaphic conditions (soil as it relates to living organisms) (e.g., serpentine or talus substrates), lack of associated vegetation communities (e.g., chaparral, vernal pools), and the modified and/or disturbed nature of these BSAs. The Project would not result in impacts to special-status plant species.

Of the 43 special-status wildlife species on the regional list with occurrences near the BSAs, the NES determined 40 are unlikely to occur since the site does not contain suitable habitat and/or there are barriers to dispersal from known species occurrences. The NES determined that the BSAs contain habitat which may support three special-status bird species, including the following species:

- Allen's hummingbird (*Selasphorus sasin*). USFWS BCC.
- Nuttall's woodpecker (*Picoides nuttallii*). USFWS BCC.
- Oak titmouse (*Baeolophus inornatus*). USFWS BCC.

Allen's hummingbird favors riparian woodland but has been known to nest in urban parks or trees in urban areas. Additionally, oak titmouse and Nuttall's woodpecker may forage or nest in oaks within or adjacent to the BSAs. With completion of nesting bird surveys consistent with Project Feature BIO-1 as identified in Table 2-1, the Project would have a less than significant impact to special-status wildlife species.

Nesting Birds

Tree and vegetation removal is proposed for both Build Alternatives and construction activities, including noise from construction, could result in direct impacts to active nests. With the implementation of Project Feature BIO-1 as identified in Table 2-1 the Project would have a less than significant impact to nesting birds.

b) No Impact

The BSAs do not contain riparian habitat or any other sensitive natural community. As stated earlier, the Project site is in a highly urbanized area and there are no other sensitive natural communities in the Project area or its vicinity. Therefore, the Project would not result in substantial adverse effects to any riparian habitats or identified sensitive natural communities.

c) No Impact

During field surveys no federally protected wetlands or Waters of the State were identified within, or adjacent, to the BSAs. For this reason, the Project would not adversely affect protected wetlands or Waters of the State through construction activities.

d) No Impact

The BSAs do not function as a wildlife corridor and they do not contribute to the connectivity of habitats in the surrounding regional landscape. Therefore, construction of the Project would not substantially interfere with the movement of any native resident, migratory fish, or wildlife species in a migratory corridor nor impede the use of a native wildlife nursery site.

e) Less than Significant Impact

The City of Santa Rosa has two ordinances relevant to the protection of biological resources as described below.

- The Creekside Development Ordinance requires setbacks of new structures from natural or modified watercourses and/or riparian habitat. There are no natural watercourses within the BSAs. The man-made drainage ditches in the western portion of the Bear Cub Way Build Alternative west of U.S. 101 are not considered natural or modified watercourses and are not subject to setbacks.
- The Tree Ordinance defines mature, native trees of varying sizes as “heritage trees”. Heritage trees and any other tree designated to be preserved on development plans are considered “protected trees.” Any protected tree that is removed requires replacement with two, 15 gallon trees for each six inches of trunk diameter removed. A total of seven trees, including three heritage trees would require removal in the Edwards-Elliott Build Alternative and five trees, including three heritage trees in the Bear Cub Way Build Alternative (HortScience-Bartlett Consulting 2019) are anticipated to be removed during construction of the Project. The replacement of heritage trees would ensure compliance with the Tree Ordinance.

The Project would meet all applicable tree removal and tree protection guidelines set forth by the City of Santa Rosa through Project Feature BIO-2 (identified in Table 2-1) and AMM BIO-1. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources and would not result in a significant impact.

Avoidance and Minimization Measures

In addition to the Project Features referenced above, the following AMM would be implemented to avoid and minimize Project impacts to biological resources.

AMM BIO-1 Tree Removal

Where possible, Project contract plans will be developed to avoid trees within the Project area by routing Project elements such as pathways around trees and trimming trees, but not removing them. Trees that require removal would be replaced according to requirements of the City of Santa Rosa Tree Ordinance. A replanting plan would be included in the Project contract plans showing the location and species of trees being replaced.

f) No Impact

Portions of the BSAs west of U.S. 101 are within the region known as the SRP geographic area. Protection of federally listed endangered California tiger salamander and three listed endangered plant species is required by the SRP Conservation Strategy in areas with suitable habitat. The BSAs, however, do not contain suitable habitat for the California tiger salamander or the listed plants and, therefore, no adverse impacts would result from construction of the Project.

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 in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

Archeological/Historical Consultants prepared a Historical Resources Evaluation Report in February 2019. The findings of this analysis are presented herein.

a-c) No Impact

The Area of Potential Effects (APE) for the Project was established in consultation with Caltrans Professionally Qualified Staff (PQS) Principal Investigator-Prehistoric Archaeologist, Caltrans PQS Principal Architectural Historian, and Caltrans Project Manager, on January 8, 2019.

A record search at the Northwest Information Center, California Historical Resources Information System was conducted for the Project APE. No historic resources were identified within the APE, although, two properties were evaluated for historic significance, and were determined not eligible for listing on the National Register of Historic Places or the California Register of Historical Resources. The State Historic Preservation Officer (SHPO) concurred with this determination on March 14, 2019.

Construction activities that involve excavation and other earthmoving activities have the potential to encounter unknown archeological resources. Implementation of Project Features CUL-1 and CUL-2, as described in Table 2-1, would reduce potential impacts to undiscovered cultural resources associated with ground-disturbing activities during construction.

Based on the above evaluation, Caltrans has determined that the Project has no potential to affect historical resources for the purposes of CEQA. Therefore, the Project would have no impact on cultural resources.

ENERGY

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

a) Less Than Significant Impact

Energy would be consumed during construction, but it would not be wasted or used inefficiently by the Project. During construction, Project Features AIR-1 and GHG-1 described in Table 2-1 would be implemented to increase the energy efficiency of construction equipment. During Project operation, energy consumption would be limited to routine maintenance; therefore, the impact would be less than significant.

b) No Impact

The Project would not obstruct any state or local plan for renewable energy or energy efficiency. There would be no impact.

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 Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Kleinfelder prepared a Preliminary Geologic/Geotechnical Feasibility Study in February 2019 and Paleo Solutions, Inc. prepared a Paleontological Identification and Evaluation Report in March 2019. The findings of these analyses are presented herein.

The Project is located within the California Coast Ranges geomorphic province. The Coast Ranges are subdivided into northern and southern sections, separated by the San Francisco Bay, which is nestled in a broad basin generated by an east-west expansion of the San Andreas and Hayward fault systems (McLaughlin et al., 2008; City of Santa Rosa, 2012). North of the San Francisco Bay, the Santa Rosa area is underlain by rocks of the Franciscan Complex, which are subsequently overlain by volcanic rocks, sedimentary

rocks, older alluvial deposits, and Holocene-age alluvial deposits composed of reworked older alluvium, which fill valley areas (City of Santa Rosa, 2012).

a(i) No Impact

The nearest known active fault to the Project is the Healdsburg-Rodgers Creek fault, located approximately 5,600 feet to the northeast. There are no known faults crossing the Project area. The Project would not directly or indirectly increase the potential for rupture of a known earthquake fault or expose the public to increased risk of loss, injury, or death. There would be no impact.

a(ii) No Impact

The Project would not directly or indirectly increase the potential for strong ground shaking or expose the public to increased risk of loss, injury, or death. The Project would be designed to resist ground-shaking associated with the nearest fault. There would be no impact.

a(iii) No Impact

The potential for ground failure, including liquefaction, to occur within the Project area is low to moderate. The liquefaction-induced settlement for the Project area may be upwards of approximately 2 to 3 inches. The Project would be designed to minimize the impacts of liquefaction-induced settlement. The Project would not increase the potential risk of loss, injury, or death due to ground failure, therefore, there would be no impact.

a(iv) No Impact

The Project area is on a relatively flat plain and not located in an area susceptible to landslides. The Project would not increase the potential for loss, injury, or death due to landslides. There would be no impact.

b) Less than Significant Impact

Construction of the Project would include ground disturbing activities and expose soils, thereby increasing the potential for wind- or water-related erosion and sedimentation within the Project area until the completion of construction. The Project Features identified in HYD-1, Table 2-1, would be implemented to ensure erosion control BMPs are implemented during construction activities, therefore the Project would not result in substantial soil erosion or loss of topsoil.

c, d, and e) No Impact

The two Build Alternatives are located on a relatively flat plain and the Project would not result in landslides or lateral spreading. The Project area is subject to liquefaction, expansive soils, and compressible soils and would be designed to avoid direct and indirect

risks to life and property. There are no septic tanks, alternative wastewater disposal systems, or any other solid waste disposal facilities planned as part of the Project. There would be no impact.

f) Less than Significant Impact

Construction activities within the Project area may potentially result in impacts to paleontological resources if Pleistocene-age sediments are present within areas of excavation. No fossils have been recorded within the boundary of the Project area; however, several Pleistocene-age fossil localities have been recorded within the immediate vicinity, as well as numerous Pleistocene-age fossils recorded from Pleistocene-age sediments throughout Sonoma, Alameda, San Francisco, and Yolo counties.

Based on available excavation plans, the only activity that has both the potential to impact Pleistocene-age deposits and the potential to allow for recovery of significant paleontological resources is the drilling for the overhead sign foundations (25 feet deep, 5 feet in diameter). The Project would minimize impacts to paleontological resources through AMM PALEO-1, therefore, the impacts are less than significant.

Avoidance and Minimization Measures

The following paleontological AMM would be implemented to reduce potential effects on paleontological resources.

AMM PALEO-1 Paleontological Mitigation Plan

Once a Preferred Build Alternative has been selected, and prior to the start of construction, a Paleontological Mitigation Plan (PMP) shall be prepared that describes the preconstruction worker awareness training requirements, the frequency of monitoring, procedures to be followed in the event of fossil discoveries, and reporting requirements. If paleontologically sensitive deposits are observed, then full-time monitoring shall be required.

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?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Illingworth & Rodkin, Inc., prepared a Construction Air Pollutants and Greenhouse Gas Emissions Analysis in March 2019. The findings of the analysis are presented herein.

a) Less than Significant Impact

Construction-generated GHG emissions result from material processing, on-site construction equipment, workers commuting to and from the Project construction site, and traffic delays from construction. The emissions would be produced at different levels throughout the Project depending on the activities involved at various phases of construction but will be temporary in nature and would not result in long-term impact on the environment.

The GHG analysis focuses on carbon dioxide equivalent (CO_{2e}) emissions, as CO_{2e} is the single most important GHG pollutant due to its abundance when compared with other construction-emitted GHGs, including, nitrous oxide (N₂O), hydrofluorocarbon (HFCs) and black carbon (BC). No traffic delays due to construction are anticipated since road closures and detours are expected to occur during the evening hours when vehicular traffic would be minimal; therefore, indirect emission would not occur.

The Project's construction-related GHG emissions were calculated using the Road Construction Emissions Model, version 9.0.0, provided by the Sacramento Metropolitan Air Quality Management District. The analysis found that 2,243 metric tons of CO_{2e} would be emitted by construction equipment operation and worker commute trips for the Edwards-Elliott Build Alternative. The Bear Cub Way Build Alternative would emit 2,255 metric tons of CO_{2e}. The Bear Cub Way Build Alternative has a larger construction area in order to provide connections to nearby roadways and, therefore, has slightly greater GHG emissions than the Edwards-Elliott Build Alternative.

Because construction activities are temporary, the GHG emissions resulting from construction activities would not result in long-term impact on the environment. Frequency and occurrence of GHG emissions would be reduced through implementation of Project Features AIR-1, AIR-3, and GHG-1 as described in Table 2-1.

The Project would not permanently increase vehicular capacity and it is anticipated that vehicular GHG emissions in the vicinity of the Project would decrease over time as bicyclists and pedestrians use the Project for local trips. As such, it is not foreseeable that the Project would contribute to an increase in GHG emissions. With implementation of the Project Features the Project would have a less than significant impact.

b) No Impact

The Project would not contribute to a long-term increase in GHG emissions. Therefore, the Project would not be in conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing long-term GHG emissions and there would be no impact.

HAZARDS AND 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?				X
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?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Kleinfelder prepared a Hazardous Waste Initial Site Assessment in January 2019. The findings of this analysis are presented herein.

a, b) No Impact

The Project would not create a significant hazard to the public related to hazardous materials. Caltrans Standard Specification BMPs would be implemented to prevent spills or leaks from construction equipment and storage of fuels. All aspects of the Project

associated with the removal, storage, transportation, and disposal of hazardous materials would be done in accordance with the appropriate California Health and Safety Code. Handling of Hazardous materials would comply with Caltrans Standard Specification 14-11, Hazardous Waste and Contamination, which outlines handling, storage, and disposal of hazardous waste.

c) No Impact

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. There are two schools present within a quarter mile of the Project. SRJC is approximately 20 feet from both Build Alternatives and SRHS is approximately 0.5 mile from the Edwards-Elliott Build Alternative and approximately 25 feet from Bear Cub Way Build Alternative. There are no anticipated impacts.

d) Less than Significant Impact

For both Build Alternatives the adjoining properties to the Project alignment were historically used for agricultural purposes between at least 1942 and 1952. The potential exists for persistent pesticides to be present in shallow soil from the adjoining agricultural land. It is recommended that soil within the Project alignment be sampled and analyzed for the presence of pesticides during the design phase, and appropriate actions outlined prior to the beginning of construction activities.

Both Build Alternatives would require soil sampling for the presence of aeri-ally-deposited lead (ADL) which should be performed in unpaved locations within the Project limits during the design phase. Should ADL be detected in the soil samples, a lead compliance plan will be prepared prior to the start of construction.

Edwards-Elliott Build Alternative

Structures within the Project area would require removal prior to construction of the Project. These structures may have been built with materials containing asbestos and lead. During the design phase, surveys will be performed to assess for the presence of asbestos containing materials (ACMs) and lead based paint (LBP) in accordance with local and state regulatory guidelines.

Bear Cub Way Build Alternative

There is a potential for hydrocarbons, metals and persistent pesticides to be present in soil along or adjacent to the former railroad tracks. It is recommended that soil and groundwater be sampled and analyzed for the potential presence of petroleum hydrocarbons, metals and persistent pesticides during the design phase, and appropriate actions outlined prior to the beginning of construction activities.

Various off-site facilities either adjoining to, or in the immediate Project vicinity have reported releases that affected soil and/or groundwater. These facilities stretch along the

majority of the Project area. Therefore, the potential exists for soil and groundwater to be contaminated beneath the Project. Soil and groundwater sampling should be performed, and samples analyzed to assess current conditions during the design phase, and appropriate actions outlined prior to the beginning of construction activities. With the implementation of Project Features HAZ-1, HAZ-2, and HAZ-3 and AMM HAZ-1 and HAZ-2 the hazardous materials impacts of the Project would be less than significant.

Avoidance and Minimization Measures

The following hazard and hazardous materials AMMs would be implemented under either Build Alternative to reduce potential effects on the environmental resources and the public; therefore, making the impacts less than significant.

AMM HAZ-1 Soil and Groundwater Sampling

Soil and groundwater sampling shall be performed, and samples analyzed to assess current conditions prior to construction activities. If impacted soil or groundwater is identified, a soil and/or groundwater management plan shall be developed by a hazardous waste specialist and implemented during construction.

AMM HAZ-2 ACM and LBP Surveys

Prior to construction activities, surveys should be performed to assess for the presence of ACMs and LBP in accordance with local and state regulatory guidelines.

e) No Impact

The Project is not within an airport land use plan, nor is it within the vicinity of a private airstrip. The closest airport is the Sonoma County Airport located approximately 8 miles northwest from the Project. There would be no impact.

f) Less than Significant Impact

During construction, the Project would have minimal impact on emergency response time and minimal interference with evacuation plans. Potential delays to traffic could result from nighttime closure and one-way traffic during construction. However, emergency response times are not anticipated to change during construction due to the implementation of Project Feature TRA-1 in Table 2-1, which would be developed during the design phase to identify traffic delays and alternative routes. The TMP would provide priority to emergency vehicles and would provide instructions for response or evacuation in the event of an emergency; therefore, the impact would be less than significant.

g) No Impact

The Project would not have permanent features that would expose people or structures to risk or loss, injury, or death involving wildland fires; therefore, there would be no impact.

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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of 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;				X
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
(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			X	
(iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

BKF Engineers prepared a Water Quality Technical Memorandum in August 2019. The findings of this analysis are presented herein.

The Project is located within the jurisdiction of the North Coast RWQCB, which is responsible for implementation and enforcement of state and federal laws and regulations concerning water quality.

a) Less than Significant Impact

The Project would not violate any water quality standards or waste discharge requirements. The Edwards-Elliott Build Alternative would include approximately 0.46 acre of new pollutant-generating impervious surface. This Build Alternative would also result in an anticipated total disturbed soil area (DSA) of approximately 0.75 acre, which includes 0.04 acre of replaced impervious surface.

The Bear Cub Way Build Alternative would include approximately 0.68 acre of new pollutant-generating impervious surface and would also result in an anticipated total DSA of approximately 0.73 acres, which includes 0.03 acres of replaced impervious surface.

Under both Build Alternatives there would be a slight increase in sediment discharge during construction, however with the implementation of Project Feature HYD-1, in Table 2-1 the impact would be decreased. In addition, the release of fluids, concrete material, construction debris, sediment, and litter, which could change localized pH in receiving waters during construction would be avoided through implementation of Project Feature HYD-1. The Project would not violate water quality standards or waste discharge requirements. The Project would have a less than significant Impact.

b) No Impact

The Project would have no effect to groundwater supplies or groundwater recharge areas in the Project vicinity; therefore, there would be no impact.

c (i, ii, iv) No Impact

The Project would not create runoff that would exceed existing storm drain systems or create substantial additional erosion, siltation, or sources of polluted runoff. The Project would also not impede or redirect flood flows. There would be no impact.

c (iii) Less than Significant Impact

The Project would not substantially alter the existing drainage pattern of the site under either Build Alternative. However, due to the new impervious surface there would be a minimal increase of surface runoff. The increase in the surface runoff would be accommodated with the existing stormwater facilities and with the implementation of Project Features HYD-1. The Project would have a less than significant impact.

d) No Impact

Floodplain impacts from the Project are not expected. Under the Federal Emergency Management Agency (FEMA) the Project, under either Build Alternative, is located in the Zone X floodplain. A Zone X floodplain indicates areas that are outside the 0.2% (500 year flood) chance of flood occurring in any given year. The Project would not have the potential

of releasing pollutants during a 500 year flood. The Project is not in a flood hazard, seiche, or tsunami zones; therefore, there would be no impact.

e) Less Than Significant Impact

With the implementation of Project Features HYD-1, as described in Table 2-1, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be no impact.

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?				X
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?				X

a) No Impact

The Project would not physically divide an established community, rather, the Project would provide improved access and accommodate bicycle and pedestrian traffic between areas east and west of U.S. 101.

b) Less than Significant Impact

The Project is consistent with the Metropolitan Transportation Commission (MTC) Plan Bay Area, Sonoma County General Plan, Sonoma County Transportation Authority (SCTA) 2009 Comprehensive Transportation Plan, 2014 Countywide Bicycle and Pedestrian Master Plan, the City of Santa Rosa General Plan, City of Santa Rosa Bicycle & Pedestrian Master Plan, and Sonoma County Junior College District Facilities Master Plan, including goals for transportation safety. However, the Project would have temporary, significant vibration impacts (refer to the Noise section).

The Project supports the following goals and policies by providing safe access to bicycle and pedestrian traffic crossing U.S. 101. Therefore, there would have no impact.

Consistency with State, Regional, and Local Plans

Metropolitan Transportation Commission Plan Bay Area

MTC's Plan Bay Area, adopted in 2013, is a long-range integrated transportation and land-use/housing strategy through 2040 for the San Francisco Bay Area. The MTC Plan Bay Area marks the nine-county region's first long-range plan to meet the requirements of California's landmark 2008 Senate Bill 375, which calls on each of the state's 18 metropolitan areas to develop a Sustainable Communities Strategy to accommodate future population growth and reduce GHG emissions from cars and light trucks. The following investment strategies relate to the Project:

Investment Strategy 2: Support Focused Growth.

The OneBayArea Grant (OBAG) program allows communities flexibility to invest in transportation infrastructure that supports infill development by providing funding for bicycle and pedestrian improvements, local street repair, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools projects and Priority Conservation Areas. By promoting transportation investments in Priority Development Areas (PDAs), the OBAG program supports the Sustainable Communities Strategy for the Bay Area (Plan Bay Area).

Sonoma County General Plan

The Sonoma County General Plan 2020, adopted in 2008, expresses policies that would guide decisions on future growth, development, and conservation of resources through 2020 in a manner consistent with the goals and quality of life desired by the county's residents. The following circulation (CT) goals and objectives relate to the Project:

Goal CT-3: Establish a viable transportation alternative to the automobile for residents of Sonoma County through a safe and convenient bicycle and pedestrian transportation network, well integrated with transit that will reduce greenhouse gas emissions, increase outdoor recreational opportunities, and improve public health.

Objective CT-3.1: Design, construct and maintain a comprehensive Bikeways Network that links the County's cities, unincorporated communities, and other major activity centers including, but not limited to, schools, public facilities, commercial centers, recreational areas, and employment centers.

Objective CT-3.8: Increase the safety, convenience, and comfort of all pedestrians and bicyclists by eliminating the potential obstacles to this mode choice that is associated with the lack of continuous and well-connected pedestrian walkways and bicycle facilities, and the lack of safe crossing facilities, especially focusing on short trips that could result in a decrease in automobile travel.

Sonoma County Transportation Authority 2009 Comprehensive Transportation Plan

SCTA's 2009 Comprehensive Transportation Plan (Plan), adopted in 2009, is the latest countywide planning document approved by SCTA. The purpose of the Plan is primarily to update past transportation planning efforts to prioritize transportation needs throughout Sonoma County for the next 25 years. The following policy relates to the Project:

Policy 3c: Improve accessibility and safety for pedestrians at and around activity centers.

2014 Countywide Bicycle and Pedestrian Master Plan

SCTA's 2014 update to the Countywide Bicycle and Pedestrian Master Plan seeks to facilitate transportation improvements for bicyclists and pedestrians. The following goal relates to the Project:

Principle Goal: To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work

together to provide safe and efficient transportation opportunities for bicyclists and pedestrians.

City of Santa Rosa General Plan

The Santa Rosa General Plan 2035, adopted in 2009, expresses policies that would guide decisions on future growth, development, and conservation of resources through 2035 in a manner consistent with the goals and quality of life desired by the city's residents. The Santa Rosa General Plan 2035 is set up such that the policies support the implementation of the overarching goal. The following transportation (T) goals and/or policies relate to the Project:

Goal T-J: Provide attractive and safe streets for pedestrians and bicyclists.

Policy T-J-1: Pursue implementation of walking and bicycling facilities as envisioned in the city's Bicycle and Pedestrian Master Plan.

Policy T-J-2: Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or district, and that contributes to vehicular and pedestrian safety.

Policy T-J-3: Strengthen and expand east-west linkages across the Highway 101 corridor.

Policy T-J-4: Provide street trees to enhance the city's livability and to provide identity to neighborhoods and districts.

Policy T-J-5: Support Safe Routes to School by pursuing available grants for this program and ensuring that approaches to schools are safe for cyclists and pedestrians by providing needed amenities such as sidewalks, crosswalks, bike lanes, and traffic calming on streets near schools.

Goal T-K: Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, and employment centers.

Policy T-K-1: Link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and other creekside and open space pathways.

Policy T-K-2: Allow the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely done, in order to maximize the use of public rights-of-way.

Policy T-K-3: Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots.

Policy T-K-5: Ensure provision of safe pedestrian access for students of new and existing school sites throughout the city.

City of Santa Rosa Bicycle & Pedestrian Master Plan

The Santa Rosa Bicycle and Pedestrian Master Plan, updated 2018, expresses three main goals and the policies that would guide decisions on establishing a long term vision for improving walking and bicycling networks.

Goal 1: Increase Access and Comfort. Design bicycle and pedestrian facilities that are accessible and comfortable for people of all ages and abilities to use.

Goal 2: Maintain and Expand the Network. Identify, develop, and maintain a complete and convenient bicycle and pedestrian network.

Goal 3: Support a Culture of Walking and Biking. Increase awareness and support of bicycling and walking through programs and citywide initiatives.

Policy 1: Integrate bicycle and pedestrian network and facility needs into all city planning documents and capital improvement projects.

Policy 2: Coordinate with other agencies and stakeholders to incorporate Santa Rosa Bicycle and Pedestrian Plan Update 2018 elements.

Policy 4: Design a connected, convenient, and comfortable pedestrian network to serve people of all ages and abilities.

Policy 5: Design accessible, comfortable, and continuous off-street paths that contribute to the framework of Santa Rosa's active transportation network.

Policy 10: Ensure that bicyclists and pedestrians have accommodation in work zones.

Sonoma County Junior College District 2016 Facilities Master Plan and Guidelines

The Sonoma County Junior College District 2016 Facilities Master Plan and Guidelines (Facilities Master Plan) recommends concepts and projects that unify the campus, strengthen campus identity, advance learning and discovering, and improve connections. Most importantly, the Facilities Master Plan supports the educational goals of the Santa Rosa Campus, and in doing so, the success of students within the Sonoma County Junior College District.

Improved Site Circulation: The introduction of a bicycle circulation network improves connections across campus and out to the community beyond. Designated bicycle paths also comprise part of a new hierarchy of circulation on campus, bringing clarity to the wayfinding system. The Vision Plan also redistributes parking spaces central to the campus out to larger perimeter lots, creating a safer pedestrian environment.

Bicycle Network: Create a mode shift for student commuters by providing bicycle programs and facilities that get at least 10 percent of students to travel via bicycle.

Bicycle/Pedestrian Bridge: The city is moving forward with a bike/pedestrian overcrossing of U.S. 101. Two options are under discussion for final decision.

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?				X
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?				X

a-b) No Impact

The California Department of Conservation provides data and maps showing mines and identified areas and types of economically important mineral resources. The California Department of Conservation Mines and Mineral Resources map determined that there are no documented mineral resources within the Project area. No impacts on mineral resources would result from the Project.

NOISE

Would the Project:	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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
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?				X

Illingworth & Rodkin, Inc. prepared a Construction Noise and Vibration Assessment in March 2019. The findings of this analysis are presented herein.

The Project would not increase the capacity of U.S. 101 or modify the horizontal or vertical alignment of the highway; therefore, operation of the Project would not increase ambient noise levels. The Project area includes several noise-sensitive receptors including residential homes and the SRJC which may be affected by temporary noise generated by construction activities. The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to evaluate whether the Project may result in adverse temporary noise impacts.

Noise is defined as unwanted sound and is objectionable because it is considered disturbing or annoying. A decibel (dB) measures the relative amplitude of a sound and the A-weighted sound level dBA gives greater weight to the frequencies of sound to which the human ear is most sensitive. Sound levels in decibels are calculated on a logarithmic basis meaning an increase in 10 dB represents a 10-fold increase in acoustic energy. Environmental sounds are described in terms of an average level (L_{eq}) over a period of time, typically one hour. L_{max} is the highest instantaneous noise level during a specified time.

The Caltrans 2018 Standard Specifications 14-8.02 requires L_{max} not to exceed 86 dBA at 50 feet from the Project limits from 9:00 p.m. to 6:00 a.m.

a) Less than Significant Impact

The Project would not result in a permanent increase in ambient noise levels in the Project vicinity. The potential for the Project to temporarily increase ambient noise levels is discussed below.

Temporary Noise Impacts

The Project would generate a temporary increase in ambient noise levels due to construction activities involving earth-moving and requiring the use of heavy equipment, or when the foundations for the overcrossing are constructed using impact tools such as pile drivers. Foundation construction is the noisiest construction operation and would produce 84 dBA L_{eq} at a distance of 50 feet, and pile driving (a component of foundation construction) would produce 95 dBA L_{eq} at a distance of 50 feet. The Project would result in noise levels of 80 to 90 dBA L_{max} at a distance 50 feet during heavy construction activity and 95 to 105 dBA L_{max} at a distance of 50 feet during pile driving.

Implementation of Project Features NOI-1 and NOI-2 and AMM NOI-1 would reduce noise levels produced during typical construction activities by approximately 5 dBA so as not to exceed the ambient noise environment by more than 5 dBA L_{eq} .

Pile driving activities are anticipated to produce noise levels exceeding the ambient noise environment by more than 5 dBA L_{eq} with the implementation of construction noise Project Features NOI-1 and NOI-2 and AMM NOI-1. Pile driving would occur intermittently for approximately four to six weeks, resulting in a less than significant impact to nearby receptors.

Avoidance and Minimization Measures

AMMs intended to reduce construction noise levels emanating from the Project area and minimize disruption and annoyance at existing noise-sensitive receptors in the Project vicinity would be implemented.

AMM NOI-1 Construction Noise Control Plan

The Project contractor would develop a construction noise control plan for review and approval by Caltrans prior to the initiation of construction activities. The construction noise control plan would include, but not be limited to, the following available controls:

- When feasible, limit construction hours from 7:00 a.m. to 7:00 p.m., Monday through Friday, from 8:00 a.m. to 5:00 p.m. on Saturdays, and no work on Sundays. Night work should be avoided when possible or be conducted with the minimum equipment necessary.
- Caltrans Standard Specifications require that noise from construction activities do not exceed 86 dBA L_{max} at 50 feet from the Project area from 9:00 p.m. to 6:00 a.m. Prohibit the use of concrete saws, hoe rams, and pile driving equipment during night work after 7:00 p.m. Monday through Friday, after 5:00 p.m. on Saturday, and not at all on Sunday.
- During pile driving activities, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- During pile driving activities, install “acoustical blankets” where necessary to provide shielding for receptors located within 100 feet of the Project area, or use a noise attenuating shroud on the pile driving hammer. Buildings that may require installation of

an “acoustical blanket” include, but would not be limited to, Myers Restaurant Supply, National Guard and Santa Rosa Armory, Colonial Apartments, professional building, Patelco Credit Union, and Dick’s Sporting Goods.

- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barriers shall be located as to interrupt the line-of-sight between the noise source and receptor and will be constructed in a manner that eliminates any cracks or gaps.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors, as feasible. If they must be located near sensitive 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-generating equipment where technology exists.
- Construction staging areas, material stockpiles, and parking areas shall be established at locations within the Project area with the greatest distance between the construction-related noise sources and noise-sensitive receptors during all construction activities.
- Temporary “acoustic blankets” would be erected, if necessary, along building facades facing the construction work area. This would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Noise from construction workers’ radios shall not be audible at existing residences in the vicinity of the Project.
- Prepare a detailed construction schedule for major noise-generating construction activities. The construction noise control plan shall identify a procedure for coordinating with adjacent noise-sensitive land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The “disturbance coordinator” would determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem. The telephone number for the “disturbance coordinator” shall be conspicuously posted at the construction site and included in the notice sent to neighbors regarding the construction schedule. The notice would be distributed by the contractor in coordination with Caltrans.

b) Less Than Significant Impact with Mitigation

Construction activities involving pile driving, vibratory tools, and/or heavy rolling stock equipment may generate substantial groundborne vibration levels near both Build Alternatives. Peak Particle Velocity (PPV) is typically used to quantify vibration amplitude and defines the maximum instantaneous positive or negative peak of the vibration wave. A PPV descriptor with units of inches per second (in/sec) is used to evaluate construction generated vibration for building damage and human complaints. Vibration levels could potentially cause damage to older residential structures if they exceed 0.3 in/sec PPV and if they exceed 0.5 in/sec PPV for structurally sound buildings designed to modern engineering standards. Based on Caltrans Guidance documents, the 0.5 in/sec PPV standard for new

commercial buildings in the vicinity of the Project (Patelco Credit Union and Dick's Sporting Goods) and the 0.3 in/sec PPV standard for all other buildings in the vicinity of the Project are used in this analysis. In both Build Alternatives, the Project would have the same foundation plan for the overcrossing, approximately 0.25 mile apart.

Edwards-Elliott Build Alternative

The highest vibration levels would occur during pile driving, which is anticipated to occur at the locations of the proposed columns that are approximately 15 feet from the Patelco Credit Union building and 90 feet from Dick's Sporting Goods. Pile driving would also occur approximately 60 feet from the professional building located south of Edwards Avenue (southwest corner of Edwards Avenue and Cleveland Avenue) and 75 feet from the Colonial Apartments (also located south of Edwards Avenue). All other pile driving would occur at least 120 feet from the nearest buildings (refer to Figure 2.2-1).

Pile driving would occur approximately 15 feet from the Patelco Credit Union and the predicted PPV is up to 2.031 in/sec, exceeding the 0.5 in/sec PPV standard. Pile driving would also occur approximately 90 feet from Dick's Sporting Goods and the predicted PPV would be approximately 0.283 in/sec which does not exceed the 0.5 in/sec PPV standard. For properties on the south side of Edwards Avenue, pile driving would occur approximately 60 feet from the professional building and the predicted PPV would be 0.442 in/sec, exceeding the 0.3 in/sec PPV standard. The Colonial Apartments, located approximately 75 feet from pile driving, would be subject to PPV of 0.346 in/sec, exceeding the 0.3 in/sec PPV standard. At the next closest building located 120 feet from pile driving, vibration levels would be 0.206 in/sec PPV and would not exceed the 0.3 in/sec PPV standard.

In summary, pile driving occurring within 50 feet of the Patelco Credit Union building, or within 90 feet of the professional building south of Edwards Avenue and the Colonial Apartments, could produce groundborne vibration levels exceeding established standards.

Other construction activities would occur 45 feet from Dick's Sporting Goods, at least 50 feet from the nearest SRJC building, and 60 feet from all other buildings. At distances of 45 feet or more, vibration levels would remain below 0.110 in/sec PPV. Other construction activities would occur within about 5 feet of the Patelco Credit Union building. Due to the close proximity of construction activities at the Patelco Credit Union building, typical construction activities would have the potential to produce vibration levels exceeding the 0.5 in/sec PPV standard at that location. This would result in a potentially significant impact. No other buildings in the Project vicinity would be exposed to excessive vibration levels.

Bear Cub Way Build Alternative

As noted previously, the highest vibration levels would occur during pile driving and pile driving would occur approximately 80 feet from Meyers Restaurant Supply and 100 feet from the National Guard and Santa Rosa Armory Building. All remaining buildings would be 120 feet or more from pile driving activities. The structural integrity and condition of these

older buildings is unknown; therefore, vibration levels at these buildings would be subject to the 0.3 in/sec PPV standard in order to avoid damage from vibration sources.

Pile driving would occur approximately 80 feet from Myers Restaurant Supply and the predicted PPV would be 0.322 in/sec, exceeding the 0.3 in/sec PPV standard. At distances of 100 feet or greater, the upper range of possible vibration levels for pile driving would be 0.252 in/sec PPV and would not exceed the 0.3 in/sec PPV standard.

In summary, pile driving occurring within 90 feet of the Myers Restaurant Supply building could produce groundborne vibration levels exceeding established standards.

Typical construction activities would occur within about 5 feet of the Ernest Pegg Oil Company building and the predicted PPV would be 1.186, exceeding the 0.3 in/sec PPV standard. The Call Child Development Center is located approximately 20 feet from Project construction activities and the predicted PPV would be 0.268 in/sec, not exceeding the 0.3 in/sec PPV standard. No other buildings in the vicinity of the Project would be exposed to excessive vibration levels from typical construction activities as levels would remain below 0.268 in/sec PPV at distances of 20 feet or more. The predicted PPV at the Ernest Pegg Oil Company building would result in a potentially significant impact.

Implementation of AMM NOI-2, AMM NOI-3, and Mitigation Measures NOI-1 and NOI-2 would reduce the groundborne vibration impacts of the Project to a less than significant level.

Avoidance and Minimization Measures

AMMs intended to reduce construction generated vibration levels emanating from the Project area and minimize disruption and annoyance at existing vibration-sensitive receptors in the Project vicinity would be implemented.

AMM NOI-2 Foundation Pile Holes

Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. Excavate foundation pile holes to an appropriate depth to place any required shoring near the ultimate depth of the pile, thereby eliminating most or all pile driving. Alternately, jet with air and water to facilitate placement of the shoring and/or piles.

AMM NOI-3 Equipment Location

Place operating equipment within the construction site as far as possible from vibration-sensitive receptors.

Mitigation Measures

The following MMs would be implemented by the contractor for either Build Alternative to reduce groundborne vibration impacts:

MM NOI-1 Vibratory Rollers

Vibratory rollers and tampers will not be allowed near vibration-sensitive areas, including the Patelco Credit Union Building or Ernest Pegg Oil Company buildings. Instead, alternative construction equipment shall be used within 20 feet of nearby buildings.

MM NOI-2 Construction Vibration Monitoring Plan

A construction vibration monitoring plan shall be developed and implemented to document conditions prior to, during, and after construction. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The contractor shall develop and implement the plan for review and approval by Caltrans prior to initiating construction and shall include the following tasks:

- Identify the sensitivity of nearby structures to groundborne vibration, including, but not limited to, Patelco Credit Union building, the professional building, the Colonial Apartments, Myers Restaurant Supply building, and Ernest Pegg Oil Company building, that could be exposed to groundborne vibration levels exceeding established standards. A vibration survey (generally described below) shall be performed on all identified nearby structures.
- Perform a photo survey, elevation survey, and crack monitoring survey for each of the nearby structures identified as sensitive to groundborne vibration. Surveys shall be approved by Caltrans prior to construction, in regular intervals during construction, and after completion of construction. The surveys shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, walls and other structural elements in the interior and exterior of identified structures.
- Implement Construction Vibration BMPs, such as using smaller equipment to minimize vibration levels below the limits, wheeled equipment rather than tracked equipment where feasible, selecting demolition methods not involving impact tools, and avoiding dropping heavy objects or materials.
- A list of all heavy construction equipment to be used for this Project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the standard.
- Include a contingency plan if vibration levels approach the sensitivity standards, which includes suspending construction and implementation of the contingencies to either lower vibration levels or secure the affected structures.
- Caltrans shall approve a post-construction survey on structures where either monitoring has indicated high levels of vibration has occurred or complaints of damage have been made. Appropriate repairs or compensation shall be made where damage has occurred as a result of construction activities.
- The results of all vibration monitoring shall be summarized and submitted to Caltrans in a report within two weeks after substantial completion of each construction phase identified in the Project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required, to clearly identify vibration-monitoring locations. An explanation of all events that exceeded

vibration limits will be included together with proper documentation supporting any such claims.

- Caltrans will designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted at the construction site office.

c) No Impact

The Project is not within the vicinity of a private airstrip, an airport land use plan, or within 2 miles of a public airport or public use airport. Therefore, the Project would not expose people to excessive noise levels from a public or private airport.

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)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) No Impact

The Project would not induce population growth since it would not increase the capacity of U.S. 101 or increase population, housing growth or new businesses. The Project is located in an urban setting in central Santa Rosa, adjacent to SRJC, SRHS, and Coddington Mall. Future growth in the area is constrained and the Project would not add any vehicle capacity that would indirectly spur employment or residential growth in the area. The Project is a planned multi-modal improvement; therefore, the Project would not induce population growth directly or indirectly.

b) Less than Significant Impact

Construction of the Edwards-Elliott Build Alternative would require two buildings and approximately four portable buildings be removed on the eastern side of the Build Alternative near the vicinity of Armory Drive and Elliott Avenue. The Sonoma County Junior College District 2016 Facilities Master Plan and Guidelines includes long range plans for a new student housing complex project that would redevelop this same area. The student housing project is still conceptual if it is constructed, would occur after completion of this Project. The planned removal of these buildings by SRJC indicates they are surplus and, therefore, the removal of the same buildings by the Project would not impact existing operations at the SRJC campus or displace a substantial number of people or housing.

The Bear Cub Way Build Alternative is located in a commercial area and would not displace existing people or housing.

PUBLIC SERVICES

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

a) Less than Significant Impact

The Build Alternatives would not result in substantial alteration of government facilities in the Project area, such as fire and police protection, schools, parks, or other public facilities, nor trigger the need for new government facilities. However, the Project would have the potential to temporarily interfere or reduce emergency response times for emergency vehicles and other public service providers due to construction related road/highway closures and detours. Construction of the Project would require intermittent full nighttime closures of U.S. 101 in both the northbound and southbound directions. Northbound U.S. 101 closures between College Avenue and Steele Lane would detour traffic onto College Avenue, Mendocino Avenue, and Steele Lane. Southbound U.S. 101 closures between Steele Lane and College Avenue would detour traffic onto Steele Lane, Cleveland Avenue, and College Avenue. A TMP would be developed during the design phase and implemented during construction to address these potential construction impacts to emergency response times.

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?				X
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?				X

a-b) No Impact

The Project is located approximately 500 feet from Finali Park at the Bear Cub Way Build Alternative and 0.1 mile from the Edwards-Elliott Build Alternative and would not result in direct or indirect impacts to the park. The Project would result in improved bicycle and pedestrian access across U.S. 101, since there are no exclusive bicycle/pedestrian crossings within the Project area. The Project would provide a recreation facility and would not result in the deterioration of an existing park facility. The Project scope includes a recreational facility and the potential impacts from the facility are described through this document. The existing crossings of U.S. 101 at Steele Lane and at College Avenue are the only existing bicycle/pedestrian crossings along U.S. 101 for an approximately 2.5-mile stretch between Bicentennial Way to the north and 3rd Street to the south. The Project would provide a safe, convenient pedestrian/bicycle link between the residential/commercial areas west of U.S. 101 and the academic, residential, commercial, and recreational areas east of U.S. 101.

TRANSPORTATION AND TRAFFIC

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

U.S. 101 is a north-south highway on the Federal-Aid National Highway System. Within the Project area, U.S. 101 is a six lane facility with 12 foot wide travel lanes and auxiliary lanes in both directions. Because the highway bisects the City of Santa Rosa, east-west travel options are limited, particularly for bicyclists and pedestrians in the area north of College Avenue near the SRJC and SRHS. No exclusive bicycle/pedestrian crossings are located in this area. The existing crossings of U.S. 101 at Steele Lane and at College Avenue are the only existing crossings for all modes of travel along U.S. 101 for an approximately 2.5 mile stretch between Bicentennial Way to the north and 3rd Street to the south. The Project would not increase vehicular capacity. The Project would not permanently alter the circulation system and would have no permanent impact on vehicle miles traveled.

The Project could cause short-term localized traffic congestion and delays due to lane closures. Lane closures would occur throughout construction, primarily at nighttime.

a) Less than Significant Impact

The Project would not modify existing bicycle lanes and sidewalks at College Avenue and Steele Lane interchanges with U.S. 101 and, therefore, would not preclude pedestrians, bicyclists, and wheelchair users from continuing to cross U.S. 101 during construction of the Project. The Project would not be in conflict with any programs, plans, ordinances, or policies addressing the circulation system, but would instead improve existing bicycle and pedestrian facilities. Therefore, the Project would be in support of plans, ordinance, and policies addressing the circulation system for bicycle and pedestrian facilities by incorporating safe routes across U.S. 101 in a bicycle and pedestrian friendly design (refer to Section 2.2.7 for more information on bicycle, bus, and pedestrian detours).

b) No Impact

The Project would be consistent with CEQA Guidelines section 15064.3, subdivision (b). The Project would have no permanent impact on vehicle miles traveled as it is not increasing capacity, it is a bicycle and pedestrian overcrossing project. Under Section 15064.3, subdivision b, transportation projects that have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. The Project would provide a transportation facility that may help reduce vehicle miles traveled and, therefore would result in no impact.

c) No Impact

The Project would not include any design features or construction elements that would substantially increase hazards (e.g., sharp curves or dangerous intersections). There would be no impact.

d) Less Than Significant Impact

During construction, the Project could have the potential to temporarily interfere with emergency response times. With the implementation of Project Features TRA-1 and AIR-3, as described in Table 2-1, the potential construction phase impacts to circulation and emergency vehicle access would be less than significant.

TRIBAL CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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: a) 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				X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of 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.				X

a-b) No Impact

The Project does not include any locations that are listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources. Implementation of Project Features CUL-1 and CUL-2, as described in Table 2-1, would reduce the potential for impacts to undiscovered tribal cultural resources associated with ground-disturbing activities during construction. The Project would have no impact on tribal cultural resources.

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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
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?				X
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?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Utilities along the Project area include AT&T, Comcast, PG&E, Santa Rosa Water, and Santa Rosa Sanitary Sewer. Underground utility relocations would be necessary during construction. Verification of utility locations and necessary relocations would be determined during the design phase in coordination with the utility provider.

a) Less than significant Impact

The Project would require the relocation of three existing PG&E poles. One of the existing poles is located along northbound Cleveland Avenue, at the intersection of Edwards and Cleveland Avenues. The second pole is located along northbound Armory drive, approximately 40 feet south of the intersection of Elliott Avenue and Armory Drive. The last pole that would be relocated is along northbound Armory Drive, approximately 140 feet north of the intersection of Elliott Avenue and Armory Drive.

The Edwards-Elliott Build Alternative would require the relocation of the PG&E, AT&T, and Comcast equipment on joint poles along Edwards Avenue, Cleveland Avenue, and Armory

Drive. The Santa Rosa Water services would be relocated behind the new curb line on westbound Edwards Avenue and Santa Rosa Sanitary Sewer manhole on westbound Edwards Avenue would need to be relocated into the roadway.

The Bear Cub Way Build Alternative would require the relocation of the PG&E, AT&T, and Comcast equipment on joint poles along Cleveland Avenue.

The utility providers would be notified ahead of the construction activities to minimize utility service disruptions as outlined in Project Feature UTI-2, as described in Table 2-1. The impact would be less than significant.

b. c) No Impact

The Project would not generate a demand for potable water supplies or demand services of a wastewater treatment provider. Therefore, there would be no impact.

d. e) No Impact

The Project would not result in any substantial demands for solid waste disposal and would comply with federal, state, and local statutes regarding the disposal of solid waste. Implementation of Project Feature UTI-1, as described in Table 2-1, would require the proper disposal of construction trash. There would be no impact.

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?			X	
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?				X
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?				X
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?				X

The Project is located within a Local Responsibility Area. The Santa Rosa Fire Department, as well as volunteer fire companies operating through the Sonoma County Fire and Emergency Services Department provide fire suppression, rescue, and emergency services along the Project corridor. The Project is outside of a State Responsibility Area (SRA) and is not within a high severity fire area (California Department of Forestry and Fire Protection 2007).

a) Less than Significant Impact

A TMP (see Project Feature TRANS-1) would be developed during the design phase and implemented during construction that would identify traffic diversion/staging and alternative routes. Emergency response times are not anticipated to change during construction because the TMP would provide measures to ensure priority for emergency vehicles during one-way traffic control and full closures. The TMP would provide instructions for response and evacuation in the event of an emergency. In addition, this Project would not conflict with any other emergency response or evacuation plan. Therefore, the impact would be less than significant.

b-d) No Impact

The Project proposes to construct a bicycle/pedestrian ADA compliant Class I shared-use overcrossing. The Project would not expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. It would not exacerbate wildfire risk, nor would it require the installation of associated infrastructure that would exacerbate fire risk. There would be no impact.

MANDATORY FINDINGS OF SIGNIFICANCE

	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 restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) Less Than Significant

The Project would not 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, or substantially reduce the number of or restrict the range of a rare or endangered plant or animal. The Project would, however result in tree removal. With the implementation of the Project Features summarized in Table 2-1 and AMMs, impacts due to tree removal would be less than significant.

The Project would not eliminate important examples of the major periods of California history or prehistory. Project Features and AMMs would avoid or minimize potential impacts on biological and cultural resources.

b) Less than Significant Impact

The Project would not convert lands to a new or different use, increase roadway capacity, induce growth, or otherwise change land patterns and use. The Project would not result in long-term adverse environmental effects and so would not contribute to cumulative environmental impacts. The analysis presented in this IS-MND identifies temporary construction-related impacts on aesthetics, air quality, biological resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, transportation/traffic, utilities/service systems, and wildfire. Because the effects of the Project are construction-related, if other highway improvement projects along the U.S. 101 occur within a similar timeframe, cumulative effects may occur (e.g., traffic management). However, Caltrans routinely coordinates with regional transportation managers and local agencies to minimize impacts in the region resulting from construction of multiple planned projects, like the coordination taking place for the potential student housing project at SRJC. The short duration and limited scope of the Project would not contribute considerably to cumulative environmental impacts. Cumulative impacts to these resources would be reduced with the proper implementation of Project Features and AMMs; therefore, the Project would have less than significant impacts.

c) Less than Significant with Mitigation

The Project would cause temporary noise and vibration impacts during construction that exceed the standard. Persons and properties geographically located closest to the Project would be affected by construction-induced vibrations. With the implementation of MMs, refer to the Noise Section in Chapter 3, MM NOI-1 to MM NOI-2, the Project would reduce substantial adverse effects on human beings, either directly or indirectly to a less than significant level.

APPENDIX A: TITLE VI POLICY STATEMENT

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Govin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
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Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in blue ink, appearing to read 'Taks Omishakin'.

Taks Omishakin
Director

APPENDIX B: ENVIRONMENTAL COMMITMENTS RECORD

Santa Rosa U.S. Highway 101 Bicycle and Pedestrian Overcrossing
 SON-101-21.0/21.8
 Current Project Phase: 1

EP: Elizabeth Nagle 510-286-5114
 CL:
 RE:

Permits - No permits are required for this project.

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Pre-Construction							
Biology							
<p>Migratory Birds. Construction activities would occur to the extent feasible outside of the nesting bird season. If construction activities are initiated during the nesting bird season (February 1 to September 30) a pre-construction survey would be conducted by a Caltrans biologist within 14 days prior to ground disturbance to determine if nesting birds are present within or adjacent to the Biological Survey Areas (BSAs).</p> <p>If no nesting birds are detected during pre-construction surveys, construction can proceed as normal. If active nests of protected species are found within the survey area, a work exclusion zone would be established around each nest by the Caltrans biologist. Established exclusion zones would remain in place until all young in the nest have fledged or the nest otherwise becomes inactive (e.g., due to predation). Appropriate exclusion zone sizes would be determined by a</p>	IS/MND	Project Feature	Construction Contractor, Caltrans Approved qualified Biological Monitor/ or Caltrans Staff	A Caltrans-approved qualified Biological monitor or a Caltrans Biologist will complete nesting bird surveys 14 days before construction during the nesting bird season February 1 st and ending September 30 th . The survey results would be provided to Caltrans Office of Biological Sciences and Permits Staff by close of business on the Friday of the week that the surveys are conducted. If any nesting birds are discovered, Caltrans staff will be notified immediately and will coordinate with appropriate regulatory agencies as necessary to establish the appropriate buffer area for the appropriate length of time. Survey results would be sent to Caltrans Biologist Rebecca Carson at Rebecca.carson@dot.ca.gov or (510)-286-5864			Two weeks before the start of vegetation removal.

Task and Brief Description	Source	SSP/NSSP	Responsible	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>Caltrans biologist and vary dependent upon the species, nest location, existing visual buffers, noise levels, and other factors. An exclusion zone radius may be as small as 50 feet for common, disturbance-adapted species or as large as 250 feet or more for raptors. Exclusion zone size may be reduced from established distances if supported with nest monitoring findings by a Caltrans biologist indicating that work activities outside the reduced radius are not adversely impacting the nest and that a reduced exclusion zone would not adversely affect the subject nest.</p>							
Hazardous Material/ Waste							
<p>Aerially Deposited Lead Work Plan. A work plan for aerially deposited lead if required would be prepared during the design phase.</p>	IS/MND	Project feature	Environmental Engineering responsible for review and approval of report, City of Santa Rosa and or their consultant are responsible for preparing and providing the report to Caltrans.	City of Santa Rosa and/or their consultant will conduct a site investigation for ADL consistent with Caltrans Standard Specifications, one week prior to construction. The site investigation report shall be submitted to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval prior to the beginning of construction. Additional Standard Special Provisions and contract items may be added as necessary based on the findings of the site investigation report to protect worker and public safety.			One week prior to the construction start date
<p>ACM and LBP Surveys. Prior to construction activities, surveys should be performed to assess for the presence of ACMs and LBP in accordance with local and state regulatory guidelines</p>	IS/MND	SSP	Environmental Engineering is responsible for review and approval of report, City of	City of Santa Rosa and/or their consultant will conduct a site investigation for ACMs and LBP consistent with Caltrans Standard Specifications, two weeks prior to construction. The site investigation			Two weeks prior to the construction start date

Task and Brief Description	Source	SSP/NSSP	Responsible	Action to Comply	Task Completed Name Date	Remarks	Due Date
			Santa Rosa and or their consultant are responsible for preparing and providing the report to Caltrans.	report shall be submitted to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval prior to the beginning of construction. Additional Standard Special Provisions and contract items may be added as necessary based on the findings of the site investigation report to protect worker and public safety.			
<p>Soil and Groundwater Sampling. Soil and groundwater sampling shall be performed, and samples analyzed to assess current conditions prior to construction activities. If impacted soil or groundwater is identified a soil and/or groundwater management plan shall be developed by a hazardous waste specialist and implemented during construction.</p>	IS/MND	SSP	Environmental Engineering is responsible for review and approval of report, City of Santa Rosa and or their consultant are responsible for preparing and providing the report to Caltrans.	City of Santa Rosa and/or their consultant will conduct soil and groundwater sampling. The sampling report shall be submitted to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval two weeks prior to the beginning of construction. Additional Standard Special Provisions and contract items may be added as necessary based on the findings of the site investigation report to protect worker and public safety.			Two weeks prior to construction start date
Hydrology & Water Quality							
<p>Water Quality BMPs. The potential temporary impacts shall be addressed by the implementation of Temporary Construction BMPs, including the following:</p> <ul style="list-style-type: none"> • Temporary soil stabilization: scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, outlet protection, and slope drains. • Temporary sediment control: silt fence, fiber rolls, gravel bags, street sweeping, sandbag barrier, 	IS/MND	Project Feature	Water Quality; Construction Contractor	Construction Contractor; Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			One week before the construction start date

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>and temporary drainage inlet protection.</p> <ul style="list-style-type: none"> Tracking control practices: temporary construction entrance/exit and temporary construction roadway. Non-stormwater management: water conservation practices, dewatering operations, paving, sealing, sawcutting and grinding operations, vehicle and equipment cleaning, vehicle and equipment fueling, vehicle and equipment maintenance, pile driving operations, concrete curing, and concrete finishing. Waste management and materials pollution control: material delivery and storage, material use, stockpile management, spill prevention and control, solid waste management, concrete waste management sanitary and septic waste management, and liquid waste management. 							
Paleontological/Geotechnical							
<p>Paleontological Mitigation Plan. Once a Preferred Build Alternative has been selected, and prior to the start of construction, a Paleontological Mitigation Plan (PMP) shall be prepared that describes the preconstruction worker awareness training requirements, the frequency of</p>	IS/MND	Project Feature	Construction Contractor, City of Santa Rosa, Caltrans Paleo	City of Santa Rosa or Contractor to provide the PMP to Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov for review and approval.			At least two weeks prior to the start of construction and throughout construction as necessary

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
monitoring, procedures to be followed in the event of fossil discoveries, and reporting requirements. If paleontologically sensitive deposits are observed, then full-time monitoring shall be required.							
Construction							
Visual/Aesthetics							
Preserve Mature Trees. To the extent feasible, existing mature trees would be preserved. With input from a Caltrans biologist, arborist or landscape architect working with the contractor, the approach to the construction activities would be modified to avoid tree removal wherever possible.	IS/MND	Project feature	Landscape Architecture, Biology, City of Santa Rosa, Construction Contractor	Caltrans Biologist, Arborist, Landscape Architect to mark trees for preservation. Contractor will provide documentation of tree protection to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			At least two weeks before the contractor begins any tree removal
Protect Existing Trees and Vegetation. The Caltrans biologist would field mark and approve trees to be removed prior to removal. High visibility temporary fencing would be placed around significant trees or other desirable vegetation before construction begins. Vegetation outside of clearing and grubbing limits would be protected from the contractor's operations, equipment, and materials storage. Tree trimming would be limited to the minimum required to provide a clear work area.	IS/MND	Project Feature	Landscape Architecture, Biology, City of Santa Rosa, Construction Contractor	Caltrans Biologist, Arborist, Landscape Architect to mark trees for preservation. Contractor will provide documentation of tree protection to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			At least two weeks before the contractor begins any tree removal
Visual Impacts from Construction. Construction activities would be phased to minimize disturbance to the shortest feasible time. Construction lighting would be limited to the area of work and avoid light trespass through	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Caltrans to monitor construction activities and night work, as necessary to ensure compliance.			Throughout Construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
directional lighting, shielding of light fixtures, and other measures as needed.							
Landscaping. New tree planting and landscaping would occur around the Project where feasible and be included in the Project contract plans. For the Edwards-Elliott Build Alternative, landscaping on the SRJC campus would occur adjacent to the Project area.	IS/MND	NSSP	Caltrans, City of Santa Rosa, Construction Contractor	Caltrans Landscape Architect to review and approve project plans and inspect Project area following planting.			Throughout Construction
Aesthetic Treatment. The Project contract plans shall include the following aesthetic treatments: <ul style="list-style-type: none"> Retaining walls would have decorative texturing, patterning, coloring, and/or be landscaped "green" walls Project color palette would be complementary to surrounding natural context Safety fencing would maximize visual transparency Lighting of tower(s) would be dark sky friendly 	IS/MND	NSSP	Caltrans, City of Santa Rosa, Construction Contractor	Caltrans Landscape Architect or Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov will review plans to ensure aesthetic treatments are included.			Throughout Construction
Tower Location. Tower(s) would be located on east side of U.S. 101 to avoid blocking views of small business and their signage along Cleveland Avenue from U.S. 101.	IS/MND	SSP	Caltrans RE, City of Santa Rosa, Construction Contractor	Projects plans will locate tower(s) on the east side of U.S. 101			Throughout Construction
Air Quality							
Idling and Access Points. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov . for inclusion in the project file.			Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
provided for construction workers at all access points.							
<p>Maintaining Construction Equipment and Vehicles. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation on the Project.</p>	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov . for inclusion in the project file.			Throughout construction
<p>Contractor Air Quality Compliance. The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9. The Project would comply with the Bay Area Air Quality Management District (BAAQMD) published CEQA Air Quality Guidelines BMPs for all construction projects, as outlined below:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt 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. 	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov . for inclusion in the project file.			Throughout construction

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<ul style="list-style-type: none"> All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 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. 							
Biology							
<p>Vegetation Removal. Vegetation removed shall be the minimum necessary to complete the Project. Areas of existing vegetation that are not necessary to be removed should remain and can be protected by being driven on only when soil is dry enough to support equipment or fenced off with construction fencing.</p>	IS/MND	Project Feature	Construction Contractor, Caltrans Approved qualified Biological Monitor/ or Caltrans Staff	Caltrans Biologist or Contractor will send photos to Caltrans Environmental Planner and Caltrans Biologist Rebecca Carson at Elizabeth.nagle@dot.ca.gov or Rebecca.carson@dot.ca.gov or (510)-286-5864			Throughout construction
<p>Tree Removal Where possible, Project contract plans will be developed to avoid trees within the Project area by routing Project elements such as pathways around trees and trimming trees, but not removing</p>	IS/MND	SSP	Construction Contractor, Caltrans Staff	Caltrans Biologist or Contractor; will send photos to Caltrans Environmental Planner, Elizabeth.nagle@dot.ca.gov and Caltrans Biologist Rebecca Carson at Rebecca.carson@dot.ca.gov or (510)-286-5864			Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>them. Trees that require removal would be replaced according to requirements of the City of Santa Rosa Tree Ordinance. A replanting plan would be included in the Project contract plans showing the location and species of trees being replaced.</p>							
Cultural Resources							
<p>Discovery of Cultural Resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a Caltrans qualified archaeologist can assess the nature and significance of the find.</p>	IS/MND	Project Feature	Caltrans RE, Construction Contractor	If cultural resources are unearthed, Construction Contractor would contact Caltrans Senior Archeologist Kathryn Rose at kathryn.rose@dot.ca.gov			During construction as necessary
<p>Discovery of Human Remains. If remains are discovered during excavation, all work within 60 feet of the discovery would halt and Caltrans' Cultural Resource Studies office would be called. Caltrans' Cultural Resources Studies Office Staff would assess the remains and, if determined human, would contact the County Coroner as per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, the Coroner will contact the Native American Heritage Commission who would then assign and notify a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on respectful</p>	IS/MND	Project Feature	Caltrans Cultural, Caltrans RE, Construction Contractor	If cultural resources are unearthed, Construction Contractor would contact Caltrans Archeologist Kathryn Rose at kathryn.rose@dot.ca.gov			During construction as necessary

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.							
Greenhouse Gas Emissions							
Reclaimed Water. To the extent feasible, reclaimed water may be used to reduce greenhouse gas (GHG) emissions produced during construction.	IS/MND	Standard Specification	Construction Contractor, Caltrans RE	Contractor shall report any opportunity to use reclaimed water in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov			Throughout Construction
Hazard and Hazardous Materials							
Hazardous Material. Should impacted soil (as evidenced by staining and/or odors) be encountered during construction activities, the Resident Engineer overseeing construction should stop work until a hazardous waste specialist is able to assess the soil for proper handling.	IS/MND	Project Feature	Caltrans Qualified Hazardous Waste Specialist, Caltrans RE, Contractor	The site investigation report shall be submitted to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval to continue with construction.			Throughout Construction
Groundwater Sampling. Should groundwater be encountered during construction/excavation activities and dewatering become necessary, regulatory compliance and permitting consistent with the RWQCB and National Pollutant Discharge Elimination System (NPDES) requirements should be adhered to, and groundwater sampling should be conducted.	IS/MND	Project Feature	Hazardous Waste is responsible for review and approval of report, City of Santa Rosa and or their consultant are responsible for preparing and providing the report to Caltrans.	Construction Contractor shall submit the groundwater sampling report to Caltrans Environmental Planner, Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for review and approval prior to continuing construction. Additional Standard Special Provisions and contract items may be added as necessary based on the findings of the sampling report.			Throughout Construction
Hydrology/Water Quality							
Water Quality BMPs. The potential temporary impacts shall be addressed by the implementation of Temporary Construction BMPs, including	IS/MND	SSP	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle			Throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>the following:</p> <ul style="list-style-type: none"> • Temporary soil stabilization: scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, outlet protection, and slope drains. • Temporary sediment control: silt fence, fiber rolls, gravel bags, street sweeping, sandbag barrier, and temporary drainage inlet protection. • Tracking control practices: temporary construction entrance/exit and temporary construction roadway. • Non-stormwater management: water conservation practices, dewatering operations, paving, sealing, sawcutting and grinding operations, vehicle and equipment cleaning, vehicle and equipment fueling, vehicle and equipment maintenance, pile driving operations, concrete curing, and concrete finishing. • Waste management and materials pollution control: material delivery and storage, material use, stockpile management, spill prevention and control, solid waste management, concrete waste management sanitary and septic waste management, 				<p>at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.</p>			

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
and liquid waste management.							
Noise							
Idling of Internal Combustion Engines. Unnecessary idling of internal combustion engines should be strictly prohibited.	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Caltrans and Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Maintaining Internal Combustion Engines. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.	IS/MND	Project Feature	Caltrans RE, Construction Contractor	Caltrans and Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Construction Noise Control Plan. The Project contractor would develop a construction noise control plan for review and approval by Caltrans prior to the initiation of construction activities. The construction noise control plan would include, but not be limited to, the following available controls: <ul style="list-style-type: none"> When feasible, limit construction hours from 7:00 a.m. to 7:00 p.m., Monday through Friday, from 8:00 a.m. to 5:00 p.m. on Saturdays, and no work on Sundays. Night work should be avoided when possible or be conducted with the minimum equipment necessary. Caltrans Standard Specifications require that 	IS/MND	SSP	Caltrans RE, Construction Contractor	Construction Contractor will prepare a noise control plan for review and approval by Caltrans. Construction Contractor shall document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Submit report two weeks prior to the start of construction. Throughout construction

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<p>noise from construction activities do not exceed 86 dBA L_{max} at 50 feet from the Project area from 9:00 p.m. to 6:00 a.m. Prohibit the use of concrete saws, hoe rams, and pile driving equipment during night work after 7:00 p.m. Monday through Friday, after 5:00 p.m. on Saturday, and not at all on Sunday.</p> <ul style="list-style-type: none"> • During pile driving activities, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. • During pile driving activities, install “acoustical blankets” where necessary to provide shielding for receptors located within 100 feet of the Project area, or use a noise attenuating shroud on the pile driving hammer. Buildings that may require installation of an “acoustical blanket” include, but would not be limited to, Myers Restaurant Supply, National Guard and Santa Rosa Armory, Colonial Apartments, professional building, Patelco Credit Union, and Dick’s Sporting Goods. • Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barriers shall be located as to interrupt the line-of-sight 							

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<p>between the noise source and receptor and will be constructed in a manner that eliminates any cracks or gaps.</p> <ul style="list-style-type: none"> • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors, as feasible. If they must be located near sensitive 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-generating equipment where technology exists. • Construction staging areas, material stockpiles, and parking areas shall be established at locations within the Project area with the greatest distance between the construction-related noise sources and noise-sensitive receptors during all construction activities. • Temporary "acoustic blankets" would be erected, if necessary, along building facades facing the 							

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<p>construction work area. This would only be necessary if conflicts occurred which were irresolvable by proper scheduling.</p> <ul style="list-style-type: none"> • Noise from construction workers' radios shall not be audible at existing residences in the vicinity of the Project. • Prepare a detailed construction schedule for major noise-generating construction activities. The construction noise control plan shall identify a procedure for coordinating with adjacent noise-sensitive land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The "disturbance coordinator" would determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem. The telephone number for the "disturbance coordinator" shall be conspicuously posted at the construction site and included in the notice sent to neighbors regarding the construction schedule. The notice would be distributed by the 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
contractor in coordination with Caltrans.							
Foundation Pile Holes. Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. Excavate foundation pile holes to an appropriate depth to place any required shoring near the ultimate depth of the pile, thereby eliminating most or all pile driving. Alternately, jet with air and water to facilitate placement of the shoring and/or piles.	IS/MND	SSP	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Equipment Location. Place operating equipment within the construction site as far as possible from vibration-sensitive receptors.	IS/MND	SSP	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Vibratory Rollers. Vibratory rollers and tampers will not be allowed near vibration-sensitive areas, including the Patelco Credit Union Building or Ernest Pegg Oil Company buildings. Instead, alternative construction equipment shall be used within 20 feet of nearby buildings.	IS/MND	NSSP	Caltrans RE, Construction Contractor	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Construction Vibration Monitoring Plan. A construction vibration monitoring plan shall be developed and implemented to document conditions prior to, during, and after construction. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-	IS/MND	NSSP	Construction Contractor, Caltrans	Construction Contractor will submit for review and approve the monitoring plan two weeks prior to construction and document completion of requirement within two weeks after each phase of construction to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov .			Two weeks prior to the start of construction and throughout construction

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>accepted standard methods. The contractor shall develop and implement the plan for review and approval by Caltrans prior to initiating construction and shall include the following tasks:</p> <ul style="list-style-type: none"> Identify the sensitivity of nearby structures to groundborne vibration, including, but not limited to, Patelco Credit Union building, the professional building, the Colonial Apartments, Myers Restaurant Supply building, and Ernest Pegg Oil Company building, that could be exposed to groundborne vibration levels exceeding established standards. A vibration survey (generally described below) shall be performed on all identified nearby structures. Perform a photo survey, elevation survey, and crack monitoring survey for each of the nearby structures identified as sensitive to groundborne vibration. Surveys shall be approved by Caltrans prior to construction, in regular intervals during construction, and after completion of construction. The surveys shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>walls and other structural elements in the interior and exterior of identified structures.</p> <ul style="list-style-type: none"> • Implement Construction Vibration BMPs, such as using smaller equipment to minimize vibration levels below the limits, wheeled equipment rather than tracked equipment where feasible, selecting demolition methods not involving impact tools, and avoiding dropping heavy objects or materials. • A list of all heavy construction equipment to be used for this Project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the standard. • Include a contingency plan if vibration levels approach the sensitivity standards, which includes suspending construction and implementation of the contingencies to either lower vibration levels or secure the affected structures. • Caltrans shall approve a post-construction survey on 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
<p>structures where either monitoring has indicated high levels of vibration has occurred or complaints of damage have been made. Appropriate repairs or compensation shall be made where damage has occurred as a result of construction activities.</p> <ul style="list-style-type: none"> The results of all vibration monitoring shall be summarized and submitted to Caltrans in a report within two weeks after substantial completion of each construction phase identified in the Project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required, to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims. Caltrans will designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted at the construction site office. 							

Task and Brief Description	Source	SSP/NSSP	Responsible Staff	Action to Comply	Task Completed Name Date	Remarks	Due Date
Transportation and Traffic							
Traffic Management Plan (TMP). A TMP will be prepared in the design phase and implemented in construction which will provide detour routes and notification to emergency and medical providers in the Project area of alternate access routes during temporary closures.	IS/MND	Project Feature	Construction Contractor, Caltrans	Caltrans and the City of Santa Rosa shall prepare a TMP in Project design phase. Contractor shall document compliance with TMP in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			Design phase and throughout construction
Utilities and Services Systems							
Trash Management. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the project limits. A Trash Reduction System would also be developed and implemented per Caltrans NPDES Permit and San Francisco RWQCB Cease and Desist Order.	IS/MND	Project Feature	Construction Contractor, Caltrans RE	Construction Contractor will document completion of requirement in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner Elizabeth Nagle at Elizabeth.Nagle@dot.ca.gov for inclusion in the project file.			Throughout construction
Notify Utility Owners of Construction Schedule to Protect Utilities. All affected utility companies, would be notified of construction schedules for Project work so that they can relocate or provide special instructions for utility protection if needed, and minimize disruption of utility service.	IS/MND	Project Feature	City of Santa Rosa, Caltrans, Construction Contractor	Caltrans and the City of Santa Rosa shall contact utility companies in Project design phase. Contractor shall document compliance with construction notification in weekly summary emails which will be submitted by end-of-day every Friday to Caltrans Environmental Planner, Elizabeth Nagle at: Elizabeth.Nagle@dot.ca.gov .			During design phase and throughout construction

APPENDIX C: LIST OF PREPARERS

Caltrans District 4

Christopher Caputo, Acting Office Chief, Office of Environmental Analysis
Kevin Krewson, Branch Chief (Air Quality and Noise)
Kathryn Rose, Branch Chief (Archaeology) Gregory Pera, Branch Chief (Biology)
Robert Blizard, Branch Chief (Biology)
Christopher Wilson, Branch Chief (Hazardous Waste)
Susan Lindsay, Branch Chief (Landscape Architecture)
Kamran Nakhjiri, Branch Chief (Water Quality)
Arnica MacCarthy, Senior Environmental Planner
Christopher Risdien, Senior Engineering Geologist (Geotech)
Wilfung Martono, Senior Engineer (Water Quality)
Norman Gonsalves, District Design Stormwater Coordinator (Water Quality)
Elizabeth Nagle, Associate Environmental Planner
Charles Palmer, Associate Environmental Planner
Jessica Thaggard, Associate Biologist (Biology)
Bahram Sazegar, Transportation Engineer (Air Quality and Noise)
Daisy Laurino, Transportation Engineer (Air Quality and Noise)
Lilian Acorda, Project Manager

City of Santa Rosa

Nancy Adams, Transportation Planner
Chris Catbagan, Associate Engineer
David Montague, Supervising Engineer
Jason Nutt, Director

David J. Powers & Associates, Inc.

Will Burns, AICP, Principal
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Courtney Richards, M.S., Principal Paleontologist

WRA, Inc.

Biologists

Douglas Spicher, Principal

Molly Brewer, Wildlife Biologist

APPENDIX D: REFERENCES

The analysis in this IS is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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APPENDIX E: ACRONYMS AND ABBREVIATIONS

ACM	Asbestos-containing material
ADA	Americans with Disabilities Act
ADL	Aerially-deposited lead
AMM	Avoidance and Minimization Measures
APE	Area of Potential Effects
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BAU	business-as-usual
BC	Black carbon
BMPs	Best Management Practices
BPOC	Bicycle and Pedestrian Overcrossing
BSA	Biological Survey Area
CAFÉ	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	Methane
CO ₂	Carbon dioxide
CO _{2e}	Carbon dioxide equivalent
CT	Circulation
CTP	California Transportation Plan
dB	decibel
dBA	A-weighted sound level
DSA	Disturbed soil area
EDR	Environmental Database Report
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GHG	Greenhouse gas

HFC	Hydrofluorocarbon
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ISA	Initial Site Assessment
LBP	Lead based paint
LCFS	low carbon fuel standard
L_{eq}	energy-equivalent sound/noise descriptor
L_{max}	Maximum instantaneous noise level
LU	Land use
MMs	Mitigation Measures
MMTCO _{2e}	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
N ₂ O	Nitrous oxide
NHTSA	National Highway Traffic Safety Administration
N ₂ O	Nitrous oxide
NOD	Notice of Determination
NO _x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OBAG	OneBayArea Grant
OPR	Office of Planning and Research
OPRC	Open space
PA	Programmatic Agreement
PM	Particulate Matter
PMP	Paleontological Mitigation Plan
PQS	Professionally Qualified Staff (PQS)
Qha	Holocene-age alluvium
Qhb	Holocene-age basin deposits
PPV	Peak particle velocity
RCNM	Roadway Construction Noise Model
ROG	Reactive Organic Gases

RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SF ₆	Sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLR	Sea-level rise
SMART	Sonoma-Marin Area Rail Transit
SR	State Route
SRHS	Santa Rosa High School
SRJC	Santa Rosa Junior College
SRP	Santa Rosa Plain
TMP	Traffic Management Plan
USC	United States Code
USFWS	United States Fish and Wildlife Service

APPENDIX F: LIST OF TECHNICAL STUDIES

4(f) Memorandum (David J. Powers & Associates, Inc. 2019)

Community Impact Assessment (David J. Powers & Associates, Inc. 2020)

Construction Air Pollutants and Greenhouse Gas Emissions Analysis (Illingworth & Rodkin, Inc. 2019)

Historical Properties Survey Report (Archeologist/Historical Consultants 2019)

Natural Environment Study – Minimal Impacts (WRA, Inc. 2019)

Construction Noise and Vibration Assessment (Illingworth & Rodkin, Inc. 2019)

Geologic/Geotechnical Feasibility Study (Kleinfelder. 2019)

Initial Site Assessment (Kleinfelder 2019)

Paleontological Identification Report (Paleo Solutions, Inc. 2019)

Stormwater Data Report (BKF Engineers 2019)

Tree Report (HortScience-Bartlett Consulting 2019)

Visual Impact Assessment (Earthview Sciences 2019)

Water Quality Technical Report (BKF Engineers. 2019)

APPENDIX G: SPECIES LIST



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:

June 18, 2020

Consultation Code: 08ESMF00-2020-SLI-2205

Event Code: 08ESMF00-2020-E-06808

Project Name: Santa Rosa Highway 101 Bicycle and Pedestrian Overcrossing

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2205

Event Code: 08ESMF00-2020-E-06808

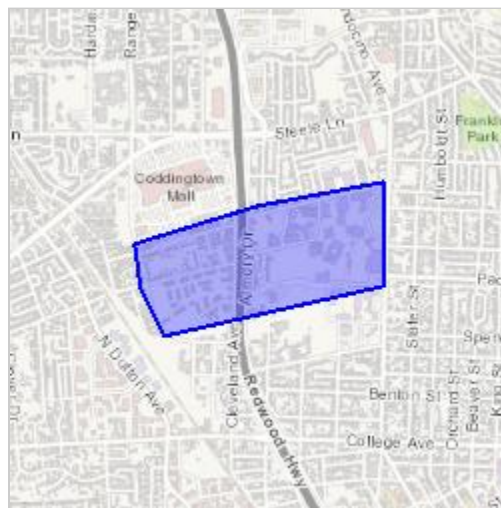
Project Name: Santa Rosa Highway 101 Bicycle and Pedestrian Overcrossing

Project Type: TRANSPORTATION

Project Description: The City of Santa Rosa, in coordination with the California Department of Transportation (Caltrans), proposes to construct a 17 foot wide bicycle/pedestrian, Americans with Disabilities Act (ADA) compliant, Class I shared-use overcrossing (Project) spanning U.S. Highway 101 (U.S. 101) between Post Mile (PM) 21.0 and PM 21.8 in the City of Santa Rosa, Sonoma County. The Project would include a 5 foot wide walking lane and 8 foot wide bicycle path with possible mode separation provided by a curb/barrier and fencing. The overcrossing would have an 18.6 foot minimum vertical clearance over U.S. 101. There are two build alternatives, the Edwards Avenue-Elliott Avenue Build Alternative, and the Bear Cub Way Build Alternative, being considered for the Project. The Project is needed to accommodate and provide safe access to bicyclists and pedestrians in areas east and west of U.S. 101 in the northern half of Santa Rosa.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/38.45414482169791N122.72488039798813W>



Counties: Sonoma, CA

Endangered Species Act Species

There is a total of 12 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Northern Spotted Owl <i>Strix occidentalis caurina</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123	Threatened

Reptiles

NAME	STATUS
Green Sea Turtle <i>Chelonia mydas</i> Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened

Amphibians

NAME	STATUS
<p>California Red-legged Frog <i>Rana draytonii</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/205/office/11420.pdf</p>	Threatened
<p>California Tiger Salamander <i>Ambystoma californiense</i></p> <p>Population: U.S.A. (CA - Sonoma County)</p> <p>There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076</p>	Endangered

Insects

NAME	STATUS
<p>San Bruno Elfin Butterfly <i>Callophrys mossii bayensis</i></p> <p>There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3394</p>	Endangered

Crustaceans

NAME	STATUS
<p>California Freshwater Shrimp <i>Syncaris pacifica</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7903</p>	Endangered

Flowering Plants

NAME	STATUS
Burke's Goldfields <i>Lasthenia burkei</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4338	Endangered
Clara Hunt's Milk-vetch <i>Astragalus clarianus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3300	Endangered
Sebastopol Meadowfoam <i>Limnanthes vinculans</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/404	Endangered
Showy Indian Clover <i>Trifolium amoenum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6459	Endangered
Sonoma Sunshine <i>Blennosperma bakeri</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1260	Endangered
White Sedge <i>Carex albida</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3063	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.