

Shiloh Business Park Project

General Plan Consistency Checklist Pursuant to CEQA Guidelines Section 15183

prepared by

Town of Windsor
Community Development Department
9291 Old Redwood Highway
Windsor, California 95492
Contact: Kim Voge, Planner III

prepared with the assistance of

Rincon Consultants, Inc.
4825 J Street, Suite 200
Sacramento, California 95819

November 2023

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Environmental Scientists | Planners | Engineers
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General Plan Consistency Checklist

1. Project Title

Shiloh Business Park Project

2. Lead Agency Name and Address

Town of Windsor
9291 Old Redwood Highway
Windsor, California 95492

3. Contact Person and Phone Number

Kim Voge, Planner III
Town of Windsor, Planning Division
(707) 838-1000

4. Project Location

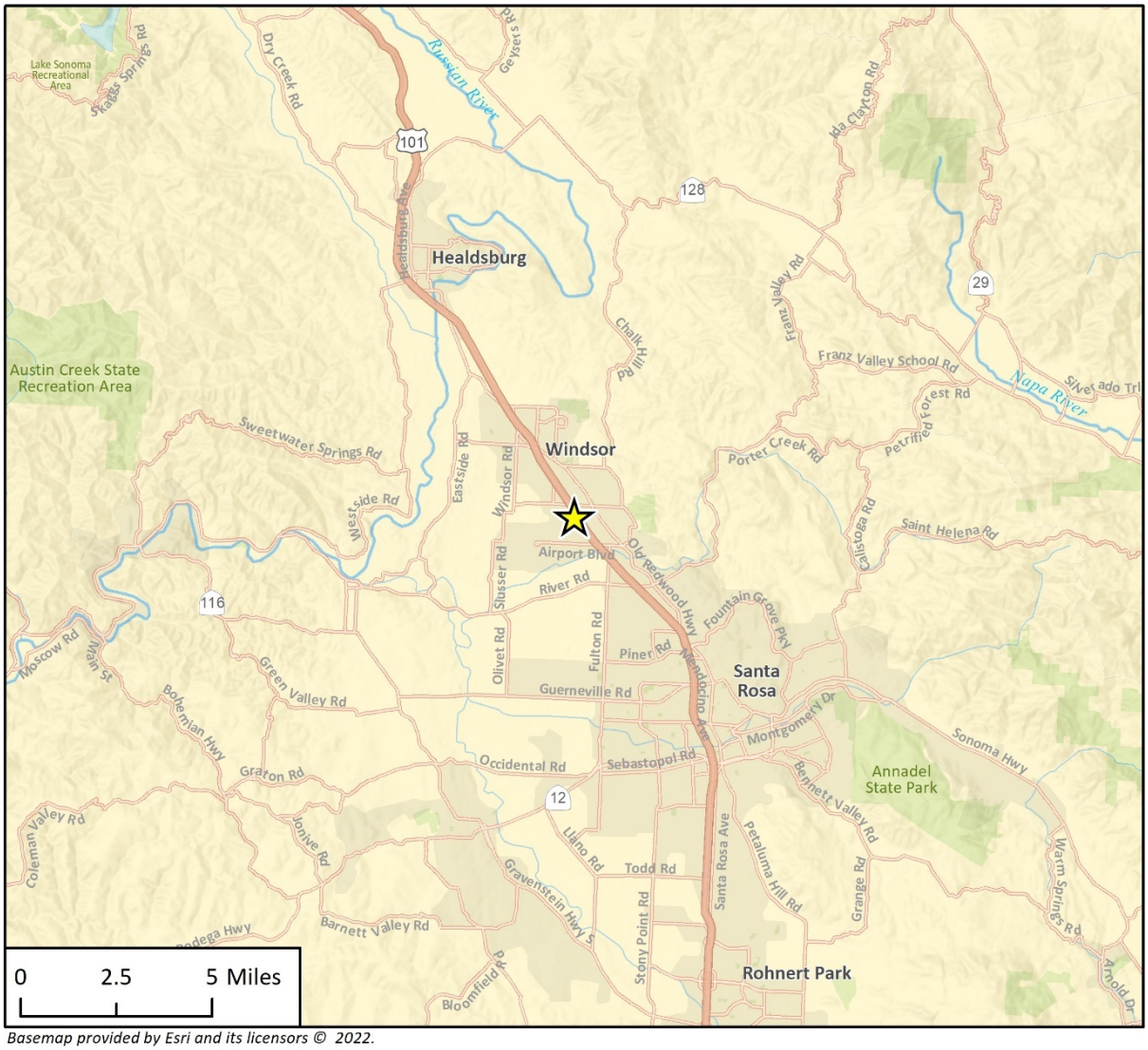
The Project site is located in the southern portion of the Town of Windsor at 790 Shiloh Road. The Project site is bounded by Highway 101 to the east, Shiloh Road to the north, existing industrial uses to the west, and Sonoma Country Day School and active vineyard operations to the south. Charles M. Schulz Sonoma County Airport (Sonoma Airport) is approximately one mile to the west of the Project site and within the Sonoma Airport safety zone. The Project site is approximately 45 acres and comprises Assessor's Parcel Number 059-271-095. Figure 1 shows the location of the site in the region and Figure 2 depicts the Project site boundaries.

The Project site is mostly vacant with one vacant industrial building, which was most recently occupied by JL Modular, Inc., on the western border of the site; additionally, there is an unpermitted construction yard occupied by Ghilotti Brothers, Inc., which would be cleaned up under the Project. Most of the Project site consists of unimproved grassland and native vegetation. A gravel entrance road extends from Pruitt Avenue onto the property and provides access to the existing industrial building. Pruitt Creek traverses through the central and northern portions of the Project site and a small east-west oriented channelized portion of Airport Creek is located on the southern portion of the site. At the northern end of the Project site, a bridge connecting Caletti Avenue and Standard Avenue crosses Pruitt Creek. An existing open space easement is located along the Project site's eastern border, adjacent to Highway 101.

5. Project Sponsor's Name and Address

Brennan Investment Group
10275 West Higgins Road, Suite 810
Rosemont, Illinois 60018
(847) 257-8800

Figure 1 Regional Location



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Project Location

N

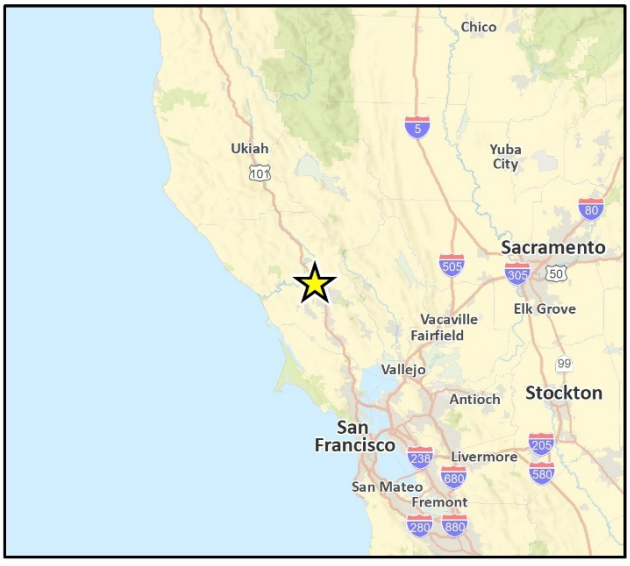
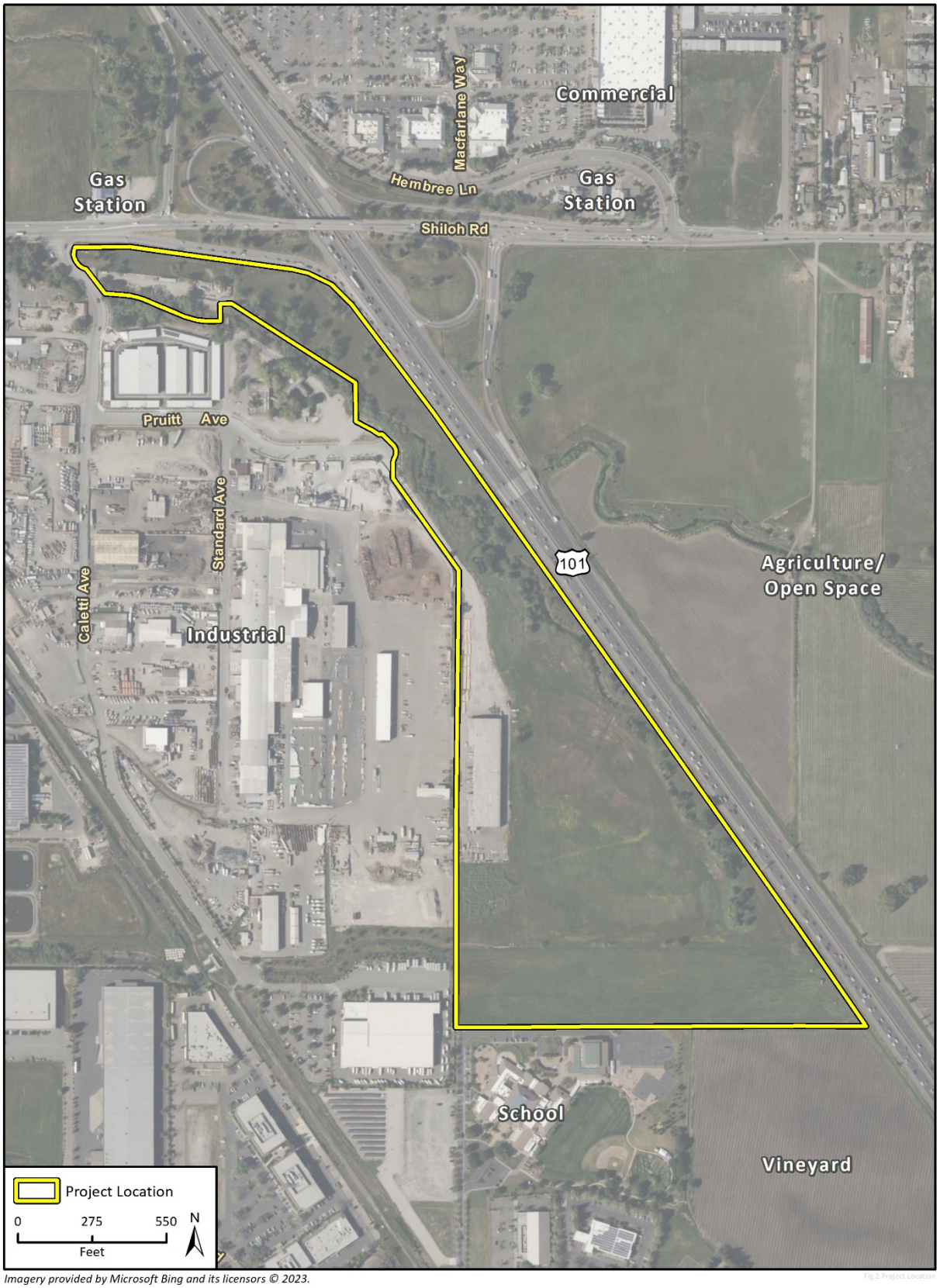


Figure 2 Project Site



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6. General Plan Designation

The Project site is designated Heavy Industrial in the 2040 General Plan (Town of Windsor 2018a). The Project site is within Shiloh Oaks Master Plan (Master Plan) Areas 3 and 4.

7. Zoning

The Project site is zoned Shiloh Oaks Master Plan Planned Development (PD), Airport Safety Overlay Zone, and Flood Hazard Overlay Zone. Shiloh Oaks Master Plan Planned Development zoning directs land uses to be governed by the underlying zoning district, which is Heavy Industrial for the Project site.

8. Description of Project

The proposed Project would develop a multi-tenant, light industrial and manufacturing business park. The Project would consist of three buildings totaling 476,686 square feet. Two buildings would front Highway 101 and the third would front an extension of Pruitt Avenue; the buildings would collectively accommodate up to 15 businesses in tenant spaces as small as 20,000 square feet if all tenancies were occupied. The buildings would be designed with 32-foot warehouse clearance (i.e., interior ceiling height), 40-foot roof height including parapets, dock high and ground level loading doors, separate glassed front office entries, landscaping, electric vehicle charging stations, and bicycle parking. Ingress and egress would be provided via an extension of Pruitt Avenue. Each building would include nine dock doors. The Project site plan is shown in Figure 3. Figure 4 shows an architectural rendering of the perspective of the proposed buildings from Highway 101. Specific Project characteristics, by building and including zoning requirements (where applicable), are shown in Table 1.

The exact business mix is unknown but would be expected to include light manufacturing, warehousing and distribution, and food manufacturing uses. The applicant anticipates that 50 percent of the Project (238,343 square feet) would be leased by manufacturing tenants, 25 percent to warehouse and distribution users, and 25 percent to food production operators (119,172 square feet each). The Project is anticipated to generate approximately 160 new jobs. Tenants would have continuous access to their leased spaces, but primary business activity (i.e., truck traffic) is anticipated to occur Monday through Friday from 8am to 6pm.

The design of the twin buildings fronting Highway 101 would comply with the Design Standards established for the Master Plan “101 Interface Zone” and would be consistent with the Town of Windsor’s rural “wine country” architectural style. Primary building entrances would face Highway 101 and would include awnings over the office entries, panelized glass, lighted building address signage, and wall articulation. The channelized segment of Airport Creek in the southern portion of the Project site would be relocated, improved, and revegetated, in accordance with Area 3 requirements and development standards of the Master Plan. The landscape plan for the Project would complement the abundance of trees and vegetation existing on the site with approximately 260 additional trees, drought resistant plants, and ground cover to ensure compliance with current water management practices. Of the 215 trees within or adjacent to the Project site, 66 trees are protected as defined by the Town of Windsor Zoning Ordinance Chapter 27.36. A total of 65 trees, 22 of which are protected, would be removed as part of the project. To compensate for the protected tree removal pursuant to Windsor Municipal Code Section 27.36, 64 nursery grown trees

would be planted on site. Landscaping would also provide screening of parking areas and ground-mounted equipment such as transformers. Roof mounted equipment would be located behind parapet walls or placed in locations that are not visible from the street. Each building would include one Carrier Comfort 25HCE460AP03 – 5 Ton 14 SEER Residential Heat Pump Condensing Unit on the rooftop.

Table 1 Proposed Project Characteristics

Project Characteristic	Building 1	Building 2	Building 3	Total
Site Area (sf)	**496,939**	**528,611**	**383,339**	**1,408,889**
Building Area (sf)				
Office	10,000	10,000	10,000	30,000
Warehouse	139,742	142,515	164,429	446,686
Total	**149,742**	**152,515**	**174,429**	**476,686**
Floor Area Ratio	**0.3**	**0.29**	**0.46**	**0.34**
Building Height (feet)				
Project	40	40	40	N/A
Maximum Allowed	50	50	50	N/A
Site Coverage				
Project	30.1%	28.9%	45.5%	33.8%
Max Allowed	50%	50%	50%	50%
Parking (stalls)				
Standard	119	89	80	288
Accessible	5	4	4	13
Accessible Van	5	4	4	13
Clean Air/Van Pool	21	15	14	50
Electric Vehicle Charging	17	13	12	42
Provided (total)	167	125	114	406
Required (total)	80	82	93	255
Trailer Parking (stalls)				**32**
Bicycle Parking (stalls)				
Provided (total)	20	16	16	52
Required	18	14	12	44

sf = square feet; cy = cubic yards

[1] All electric vehicle charging would be provided as a conduit stub for 42 future electric vehicle available charging spaces.

Figure 3 Project Site Plan



Source: The Guzzardo Partnership, 2023.

Figure 4 Project Perspective Looking South from Highway 101



Source: The Guzzardo Partnership, 2022.

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Construction

Construction would occur over approximately 11 months and would include demolition of the vacant industrial building (401 feet long by 125 feet wide by 30 feet tall) and excavation of 54,952 cubic yards of soil, all of which would be used on-site as fill. Material hauled off-site would be taken west on Shiloh Road and onto Caletti Avenue towards Pacific Sanitation at 590 Caletti Avenue (0.4 miles one-way). Construction would occur on all days, except for Sunday, from approximately 6 a.m. to 4 p.m. Concrete pours, when necessary, would commence outside of standard construction hours, around 1 a.m. Equipment staging would be located where parking lots and drive aisles are proposed. All construction equipment would be United States Environmental Protection Agency (USEPA) Tier 4 rated. Two diesel generators would be located on the Project site near the Pruitt Avenue construction entrance.

Utilities

Natural gas and electricity for the Project would be provided by Pacific Gas & Electric (PG&E). However, PG&E has indicated that an adequately-sized energy supply may not be available at the start of business operations; therefore, the Project would include operation of up to three natural gas generators (one for each building), rated 750 kilowatt each, which would be used as a back-up power source when needed. Water would be supplied by Windsor Water District (WWD), which would also collect and treat wastewater. Solid waste would provide solid waste and recycling services with all waste disposal occurring at Healdsburg Transfer Station. Stormwater runoff would be retained by seven bioretention areas (37,550 square feet total) along the Pruitt Avenue extension, within existing wetland areas in the open space easement.

Sustainability Features

The Project would comply with 2019 California Green Building Standards (CalGreen) and the following sustainability features:

- Solar ready rooftops
- LED lighting with motion control
- Conduit stub for up to 42 future electric vehicle (EV) parking stalls
- Capacity to add up to six dual port EV chargers and parking stalls for trucks
- Reclaimed materials in concrete mix from local supplier
- Reclaimed water for buildings and to supplement irrigation needs
- Drought tolerant landscaping compatible with the Town's Water Efficient Landscaping Ordinance (WELO)

Access and Circulation

The primary ingress and egress to the Project would be from Pruitt Avenue, which would be extended from the existing terminus of Pruitt Avenue to the southwest corner of the Project site towards Aviation Boulevard. Vehicular access would separate passenger car traffic from truck traffic via a dedicated truck entrance directly servicing the truck courtyard central to the three buildings. Pruitt Avenue would be extended along the western and southern borders of the Project site, and along the re-aligned Airport Creek, exiting the site southward and running within an existing

easement to Aviation Boulevard. Fire access routes would be provided by the extended Pruitt Avenue and interior parking drive aisles that would encircle each building.

Landscaping and Open Space

An existing open space easement (1997-0096276) managed by the Sonoma Land Trust and County of Sonoma would separate the proposed buildings from Highway 101. Existing trees and vegetation within the easement would remain. Large canopy trees would line the parking lots and street trees would line the Pruitt Avenue extension. A five-foot-wide sidewalk would be constructed as part of the extended Pruitt Avenue. The channelized portion of Airport Creek in the southern portion of the project site would be landscaped with native plantings including native oaks, California Buckeye, and various native understory plantings. Flowering accent trees would be planted at building entrances. Landscaping and open spaces are shown in Figure 3.

9. Surrounding Land Uses

As shown on Figure 2, a gas station is located north of the Project site, across Shiloh Road; Sonoma Country Day School and a vineyard are located south of the Project site; industrial businesses are located southwest of the site; vineyards and agricultural grassland are located east of the site and east of Highway 101; and a multi-tenant industrial complex is located west of the site. Residential uses are located across Highway 101, approximately 0.3 miles east of the site.

Land uses to the east of the Project site are zoned and designated for Retail Commercial; land uses to the west are zoned and designated for Heavy Industrial; land uses to the north are zoned and designated for Light Industrial and Gateway Commercial; and, land uses to the south are within unincorporated Sonoma County and are designated for Public/Quasi-Public and Land Intensive Agriculture and are zoned for Public Facilities and Land Intensive Agriculture.

10. Project Approvals

The Town of Windsor is the lead agency with responsibility for approving the Project.

The Project would require the following discretionary approvals from the Town of Windsor:

- Site Plan and Design Review
- Rezone application for minor amendments to the development standards of the Shiloh Oaks Master Plan Planned Development zoning district (no change to the allowable development intensity)
- Tentative Parcel Map application (DN 2020-013341), including a Lot Line Adjustment between Lot 95 (Project site) and adjoining Lot 82
- Request for reduction of a required Agricultural Buffer

The United States Army Corps of Engineers would approve a Clean Water Act Section 404 Nationwide Permit No. 39 and the North Coast Regional Water Quality Control Board would issue a 401 Water Quality Certification.

California Department of Fish and Wildlife (CDFW) would issue a Streambed Alteration Agreement for alterations to Airport Creek and an Incidental Take Permit for listed species on the Project site.

While their review is not required, the Sonoma County Airport Land Use Commission (ALUC) would review the Project considering that the Project site is within its plan area. See Environmental Checklist Section 9, *Hazards and Hazardous Materials* for a discussion of the Project's consistency with the Sonoma County Comprehensive Airport Land Use Plan (CALUP).

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Environmental Factors Potentially Affected

This Project would potentially affect the environmental factors checked below as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

☐ I find that the Proposed Project qualifies as a Residential Project pursuant to a Specific Plan I find that the Proposed Project qualifies as a Residential Project pursuant to a Specific Plan and is EXEMPT from CEQA in accordance with CEQA Guidelines Section 15182.

■ I find that pursuant with CEQA Guidelines Section 15183, the Proposed Project is a Project consistent with a Community Plan or Zoning, that there are no Project-specific significant effects which are peculiar to the Project or its site, and NO ADDITIONAL ENVIRONMENTAL REVIEW IS REQUIRED.

☐ I find that the Proposed Project qualifies as an Infill Project that would result in new specific effects. However, these effects would be substantially mitigated under uniformly applicable development policies. NO FURTHER REVIEW required.

☐ I find that the Proposed Project qualifies as an Infill Project but would result in new specific effects that would not be substantially mitigated under uniformly applicable development policies. A STREAMLINED MITIGATED NEGATIVE DECLARATION is recommended.

☐ I find that the Proposed Project qualifies as an Infill Project but would result in new specific effects that would not be substantially mitigated under uniformly applicable development policies, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature	Date
Printed Name	Title

This report follows a checklist format that outlines performance standards for Projects eligible for streamlined review under the California Environmental Quality Act (CEQA). A consistency checklist is prepared by a lead agency to streamline the environmental review process for eligible Projects by limiting the topics subject to review at the Project level where the effects of development have been addressed in a previous community plan. In accordance with *CEQA Guidelines* Section 15183, if the Project would result in new specific effects or more significant effects, and uniformly applicable development policies or standards would not substantially mitigate such effects, those effects are subject to CEQA. With respect to the effects that are subject to CEQA, the lead agency is to prepare an Environmental Impact Report (EIR) if the written checklist shows that the effects of the infill Project would be potentially significant.

The checklist concludes that the Project would not have any significant effects on the environment that either have not already been analyzed in a prior EIR or are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, such effects are exempt from CEQA regulations.

California Public Resources Code Section 21083.3 also limits the application of CEQA to effects on the environment which are peculiar to the parcel or to the Project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report when Projects are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified (*CEQA Guidelines*, Section 15183[a], also Public Resources Code, Section 21083.3[b]: Exemption applies to "a development Project [that] is consistent with the general plan of a local agency [if] an environmental impact report was certified with respect to that general plan.).

This *CEQA Guidelines* Section 15183 Consistency Checklist has been prepared in accordance with Public Resources Code Section 21000 et seq. and the *CEQA Guidelines*, California Code of Regulations Section 15000 et seq.

Environmental Checklist

Pursuant to *CEQA Guidelines* Section 15183, CEQA mandates that Projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified may not require additional review unless there may be Project-specific effects that are peculiar to the Project or site that were not adequately addressed in the EIR for the 2040 General Plan. In approving a Project meeting the requirements of Section 15183 of the *CEQA Guidelines*, a public agency shall limit its examination of environmental effects to those the agency determines, in an Initial Study or other analysis:

1. Are peculiar to the Project or the parcel on which the Project would be located
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the Project is consistent
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR

The purpose of this checklist is to assess consistency between the proposed Project and 2040 General Plan and to compare the proposed Project with the effects above to determine if additional environmental review is required under CEQA in accordance with *CEQA Guidelines* Section 15183.

Relationship of the Proposed Project to Previous EIR Analysis

The Town of Windsor certified the current 2040 General Plan on April 4, 2018, as an update to the Town's 1996 General Plan. The 2040 General Plan includes goals and policies that convey the Town's long-term vision and guide local decision making to reach that vision. The 2040 General Plan EIR assessed impacts from implementation of the 2040 General Plan.

Consistency of the Project with Adopted Town Plans and Ordinances

Town of Windsor 2040 General Plan

The Project would be located entirely in the Town of Windsor and 2040 General Plan area. The 2040 General Plan is the fundamental document governing land use development and includes goals and policies relating to economic development, land use, transportation, public health, open space, conservation, safety, noise, public facilities, and utilities. The Project would be required to abide by all applicable goals and policies in the adopted 2040 General Plan. The 2040 General Plan land use designation for the Project site is Heavy Industrial. This designation provides for a broad range of heavier industrial, manufacturing, and warehousing uses. The Project would be consistent with Policy LU-5.1 to attract and retain industrial jobs. Consistent with the 2040 General Plan, the Project would develop an industrial base that provides jobs for residents, increases the tax base, and is designed and operated compatibly with surrounding uses.

Town of Windsor Shiloh Oaks Master Plan

The Master Plan was adopted as a Planned Development (PD) zoning district. The Project would be located entirely within Areas 3 and 4 of the Master Plan area. The Master Plan includes approximately 98 acres and established a development plan for properties in the Master Plan area, which are zoned PD, including infrastructure improvements, such as roadways, flooding/drainage, and utilities. The Master Plan allows for industrial buildings throughout the Master Plan area. The Master Plan specifically proposes a Pruitt Avenue extension to Aviation Boulevard. Other required improvements include relocation, improvement and revegetation of Airport Creek, protection and improvements to Pruitt Creek, demonstrated floodplain capacity, and construction of a masonry wall along the shared property line with Sonoma Country Day School. As an industrial use and given the proposed Pruitt Avenue extension and compliance with other required improvements, the Project would be consistent with the Master Plan.

Town of Windsor Zoning Ordinance

The Project would be required to comply with applicable provisions of the Town of Windsor Zoning Ordinance and would be required to obtain the permit approvals described under General Plan Consistency Checklist Section 10 *Project Approvals*. The Project meets Town standards for lot area, floor area ratio, setbacks, and building height consistent with applicable zoning, as shown in Table 1; the Project satisfies applicable requirements under the Town Zoning Ordinance and would be required to comply with the Town of Windsor Municipal Code. A rezone application would be required to change the PD development standards to eliminate the 12-foot access road along Airport Creek and instead allowing maintenance access from the adjacent street (Caletti Avenue).

1 Aesthetics

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Except as provided in Public Resources Code Section 21099, would the Project:					
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■	☐
c. In 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?	☐	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts to aesthetics were analyzed on pages 49 through 64 of the 2040 General Plan EIR. Aesthetic impacts related to scenic vistas, scenic resources, and visual character were determined to be less than significant, while impacts related to light and glare were determined to be less than significant with implementation of the following mitigation measures.

AES-1 Nighttime Lighting Measures

Land Use Policy LU-1.13 shall be updated to read:

> **Design to Protect Night Skies.** The Town shall protect dark/night skies by requiring outdoor lighting to be shielded and/or directed downward to limit overspill and glare, without compromising the safety and security of the community, through implementation of lighting standards in a "Dark Skies" ordinance with guidance from the Model Lighting Ordinance approved by the International Dark-Sky Association and the Illuminating Engineering Society of North America.

The following describes the analysis included in the 2040 General Plan EIR and provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

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

The scenic quality of the Town is characterized by its location in the Santa Rosa Plain, between the Mayacamas mountain range to the east and the Coastal Range ridgeline to the north (Windsor 2018a). Because of Windsor's relatively level terrain, the hills and ridges to the east, west, and north form a scenic backdrop for the town. However, scenic resources visible from the Project site are limited; hills to the east and west are visible on the horizon, but impeded by existing industrial structures to the west and Highway 101 to the east. Agricultural lands are visible from the southern portion of the Project site.

The 2040 General Plan EIR finds that potential development under the 2040 General Plan could result in an incremental additional loss of scenic vistas, such as open space and mature oak trees, especially those that are visible from Highway 101 (discussed below under *impact b*.). However, to protect scenic vistas, the 2040 General Plan would not allow greater building heights (50 feet in the Project area) that could obstruct foothill views. The Project is consistent with 2040 General Plan height allowances, as the proposed structures would reach a maximum of 40 feet at parapets. Therefore, the Project would not affect more distant scenic background views of foothills surrounding Windsor.

Further, implementation of 2040 General Plan policies, such as LU-1.1, LU-1.2, LU-1.4, ER-6.7, ER-6.8, and ER-9.1 through ER-9.8 would reduce adverse effects of scenic vistas through preservation of views of foothills, ridgelines, and mature vegetation; preservation of scenic oak woodlands; and a transition between active farmland at the Town's edge and development within the Town. The

Project would include two buffers: (1) an open space easement between the Project site and Highway 101; and, (2) a 200-foot agricultural buffer (except for a small portion in the southeast corner of the Project site where the buffer would be 170 feet) between the Project site and agricultural uses to the south (see Section 2, *Agriculture and Forestry Resources*). Additionally, the Project would preserve mature trees and scenic oak woodlands through implementation of the Town's Tree Protection Ordinance as discussed in Section 4, *Biological* Resources). Based on the Project's consistency with 2040 General Plan policies protecting aesthetics, impacts of the proposed Project to scenic vistas would be consistent with the findings of the 2040 General Plan EIR and would be less than significant.

☑ **ANALYZED IN THE PRIOR EIR**

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

There are no officially designated state scenic highways in the Town (California Department of Transportation [Caltrans] 2018). The nearest eligible state scenic highway, State Route 12, is located approximately seven miles southeast of the Project site in Santa Rosa. The Project site is adjacent to Highway 101 which is a Town-designated scenic corridor. The 2040 General Plan EIR analyzed the area southwest of the Highway 101/Shiloh Road interchange, which includes the Project site and scattered mature trees, and determined that development in this area would result in additional loss of mature oak trees that are visible from Highway 101. An existing open space easement (1997-0096276) managed by the Sonoma Land Trust and County of Sonoma that would separate the proposed buildings from Highway 101 would minimize loss of mature oak trees, as existing trees and vegetation within the easement would remain (further discussion can be found in Section 4, *Biological Resources)*.

Additionally, pursuant to the Shiloh Oaks Master Plan, the Project would be constructed in accordance with the "101 Interface Zone" design guidelines, the goal of which is to provide a pleasing foreground for industrial sites and to respect the Town entry characteristics of Highway 101.

As analyzed in Section 5, *Cultural Resources*, the buildings on site are not historic resources. Therefore, as analyzed in the 2040 General Plan EIR, there would be no damage to scenic resources in a state Scenic Highway.

☑ **ANALYZED IN THE PRIOR EIR**

c. Would the Project, 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?

The Project would alter the existing visual character and quality of the site by introducing new buildings in the place of mostly undeveloped space. As discussed above under *impact b.*, the 2040 General Plan EIR analyzed the area southwest of the Highway 101/Shiloh Road interchange, and the Project would comply with General Plan policies by adhering to Shiloh Oaks Master Plan development guidelines along Highway 101 and preserving scenic quality further by continuing to abide by the existing open space easement (1997-0096276) managed by the Sonoma Land Trust and

County of Sonoma that would separate the proposed buildings from Highway 101. Existing trees and vegetation within the easement would remain.

Policies in the 2040 General Plan would promote the preservation of scenic natural resources and the development of visual transitions in the town and on the Project site. Implementation of the Policies LU-1.1, LU-1.4, LU-3.5 would provide a sense of transition between active farmland at the Town's edge, including the agricultural land to the south of the Project site, and development within the Town. Implementation of Policies LU-1.10, LU-1.11, LU-1.12, and LU-5.4 would promote design characteristics consistent with surrounding development. Adherence to the 2040 General Plan policies would reduce impacts to the visual character of the Project site at the Shiloh Road interchange with Highway 101.

The Project would be required to undergo design and site development review pursuant to Article 3 of the Zoning Ordinance, which helps ensure appropriate design and compatibility with its surroundings and with the General Plan policies intended to protect and enhance the visual character of the Project area. Accordingly, the Project would not substantially degrade the existing visual character or quality of the site and its surroundings beyond what was analyzed in the General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

d. Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

As addressed in the General Plan EIR, new development could introduce new sources of light and glare in Windsor, resulting in increased ambient nighttime lighting. Potential lighting for the proposed Project would include streetlights, parking lighting, exterior building illumination, interior lighting passing through building fenestration, and wayfinding signage. The Project would include "fully illuminated" monument signs and illuminated wall signs facing Highway 101. Chapter 27.32.030 of the Zoning Ordinance provides standards for all signs and Section 27.32.100E provides standards for highway-oriented signs. A comprehensive sign program was submitted with the formal development application to ensure compliance with the Zoning Ordinance.

Adherence to 2040 General Plan policies and Zoning Ordinance requirements would minimize adverse effects from light spillover to nearby properties and glare. The Project would be subject to Section 27.20.030 of the Windsor Zoning Ordinance. Policy LU-1.13 in the 2040 General Plan is intended to minimize sky glow and would ensure that new sources of outdoor lighting associated with the proposed Project would be shielded and/or directed downward to limit nighttime sky glow. Policy LU-1.13 was updated under Mitigation Measure AES-1 in the 2040 General Plan EIR. This policy also would minimize light spillover to nearby properties where people may be sensitive to ambient lighting conditions. Based on the Project's consistency with 2040 General Plan policies and ordinances related to lighting standards, impacts of the proposed Project to light and glare would be consistent with the findings of the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The proposed Project is consistent with the analysis in the 2040 General Plan EIR. Adherence with the applicable 2040 General Plan policies, Town Zoning Ordinance, and guidelines in the Shiloh Oaks Master Plan would ensure that the Project would result in less than significant aesthetic impacts. The Project would have no new significant or substantially more severe or peculiar impacts to aesthetics and visual resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the previous environmental documents. Accordingly, no additional review is required.

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2 Agriculture and Forestry Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■	☐
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■	☐
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts to agriculture were analyzed on pages 65 through 78 of the 2040 General Plan EIR. Impacts related to the conversion of farmland to non-agricultural use were determined to be significant and unavoidable, while impacts related to change in the existing environment that could result in the conversion of farmland to non-agricultural use were determined to be less than significant. The 2040 General Plan EIR includes the following example mitigation measures, but determines them to be infeasible to mitigate the General Plan itself:

- Granting perpetual conservation easement(s), deed restriction(s), or other farmland conservation mechanism(s) to the qualifying entity which has been approved by the Town to account for any farmland that is converted to non-agricultural uses.
- Making an in-lieu fee payment to a qualifying entity to be applied toward the future purchase of farmland to mitigate for the losses related to farmland, together with an endowment amount as may be required.
- Making an in-lieu payment to a qualifying entity to be applied toward a future perpetual conservation easement, deed restriction, or other farmland conservation mechanisms to preserve farmland in the Town.
- Establishing a Town agricultural mitigation fund for the payment of in-lieu fees.
- Extension of the Urban Growth Boundary for 30 to 50 years.

The following describes the analysis included in the 2040 General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

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

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

The 2040 General Plan EIR concluded that buildout of the Town's 2040 General Plan would result in significant and unavoidable impacts related to the conversion of Farmland. According to the California Department of Conservations (DOC) Important Farmland Map, the Project site is designated as Farmland of Local Importance and Urban and Built Up Land (DOC 2021). While the Project site is partially designated as Farmland of Local Importance, the site has historically been in industrial use and is not currently in agricultural production as it includes unimproved grassland and native vegetation. Additionally, chapter 27.24 of the Zoning Ordinance establishes requirements for agricultural buffers for the development of any parcel that adjoins lands that are zoned for or currently in agricultural uses. A minimum buffer of 200 feet is required adjacent to vineyards, the land use to the south of the Project site. The Project would include a 170-foot buffer between the

nearest building and the adjacent vineyard. None of the example mitigation measures included in the 2040 General Plan EIR, listed above, would be applicable to the Project.

The Project would be consistent with the site's 2040 General Plan land use designation, potential impacts to conversion of agriculture from buildout of the Project site have been anticipated by the Town and analyzed in the 2040 General Plan EIR. Since the Project site has historically and recently been in non-agricultural use, the Project would result in less severe impacts as previously analyzed. There would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

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

There are no Williamson Act contract lands located in the town nor is the Project site located under a Williamson Act contract (County of Sonoma 2018, 2021). No impact to Williamson Act contract lands would occur.

The 2040 General Plan anticipated that new development would result in conversion of agricultural lands compared to the existing conditions and that future development would focus on underdeveloped areas, such as the Project site. The Project site is zoned for industrial Planned Development. Furthermore, 2040 General Plan Policy ER-2.2 noted that the size of agricultural buffers would be determined by parcel specific review for new development adjacent to agricultural property. As noted under *impacts a*. and *e*. above, the Project would have a 170-foot agricultural buffer on the southern boundary. Based on the discussion, there would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

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

As discussed in the 2040 General Plan EIR there are no areas in the town that meet the definition of a forestry resource, as defined by California Public Resources Code Section 12220(g). The Project site does not have a forest land designation. Therefore, the Project would not conflict with existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. There would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

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

As described under *impact c.*, the Project site does not contain forest land or timberland. The Project site is mostly vacant with one existing structure. This site contains non-native grass and various tree species. The 2040 General Plan concluded that there are no areas within the town that would meet the definition of a forestry resource (Town of Windsor 2018a). Therefore, the Project would have no impact to forest land. There would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The proposed Project is consistent with analysis in the 2040 General Plan EIR. The Project would have no new significant or substantially more severe or peculiar impacts to agriculture and forestry resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

3 Air Quality

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts to air quality were analyzed on pages 79 through 99 of the 2040 General Plan EIR. Impacts related to the temporary generation of air pollutants during construction were found to be significant but mitigable with implementation of Mitigation Measure AQ-1, included below. Impacts related to violation of an air quality standard, net increase of a criteria pollutant, exposure of sensitive receptors to pollutant concentrations, conflict with implementation of an air quality plan, and creation of objectionable odors were found to be less than significant.

AQ-1 Construction Emissions Measures

The Town shall require that development projects incorporate the Bay Area Air Quality Management District (BAAQMD) Basic Construction Mitigation Measures to reduce construction emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM_{10} and $PM_{2.5}$). The Town shall require the following to be adhered to during project construction to reduce air quality impacts.

During construction activities:

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

The following describes the analysis included in the 2040 General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

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

As addressed in the 2040 General Plan EIR, buildout of the General Plan would be consistent with the Bay Area Air Quality Management District's (BAAQMD) 2017 Clean Air Plan (Town of Windsor 2018b). Consistency with BAAQMD quantitative thresholds is interpreted as demonstrating support for the 2017 Clean Air Plan goals. Goals and policies of Land Use and Community Design Element (Policies LU-1.6, 2.5, 3.2, 4.1, 8.1 through 8.4), Environmental Resources Element (Policies ER-5.8 through 5.14) and the Transportation and Mobility Element (Policies M-1.1 through 1.4, 2.1, 2.3, 2.7, 2.10, 4.2 through 4.4, 5.1 and 5.2, 4.4) of the 2040 General Plan are aimed at reducing the air quality impacts associated with population growth in the Town by supporting the Town's Growth Control Ordinance, promoting alternative transportation through land use design, reducing the number of vehicle trips, and reducing energy use. As shown in Table 12 of the 2040 General Plan EIR, projects under the General Plan would be consistent with the 2017 Clean Air Plan control measures. Additionally, the Project would be required to be consistent with BAAQMD rules and regulations,

including dust and diesel particulate matter reduction measures and would not otherwise cause the disruption, delay or otherwise hinder the implementation of any air quality plan control measure. The Project is consistent with the 2040 General Plan. Therefore, the Project would be consistent with goals and growth used in the 2017 Clean Air Plan and would not conflict with or obstruct the implementation of an applicable air quality plan, consistent with findings in the General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The proposed Project would result in temporary construction emissions and long-term operational emissions. Construction activities such as the operation of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM_{10}) through the exposure of soil to wind erosion and dust entrainment. In addition, there would be exhaust emissions associated with heavy construction equipment usage. Long-term emissions associated with operational impacts would include emissions from vehicle trips (mobile sources), electricity use (energy sources), and architectural coating associated with on-site development (area sources).

Construction Emissions

Project construction for the proposed Project would occur over approximately 11 months. Project construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. Table 2 summarizes the estimated average daily emissions of pollutants during construction on the Project site. As shown in the table, the BAAQMD construction thresholds would not be exceeded. Additionally, the proposed project would be required to comply with Mitigation Measure AQ-1 from the 2040 General Plan EIR, which would reduce impacts related to fugitive dust. Therefore, impacts associated with construction would be less than significant.

Table 2 Estimated Construction Air Pollution Emissions

	Emissions (lbs/day)					
Year	ROG	NO_X	CO	PM_{10} (exhaust)	$PM_{2.5}$ (exhaust)	SO_X
Average Daily Emissions	13	11	24	<1	<1	<1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Appendix A for CalEEMod worksheets.
N/A = not applicable; lbs/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = Carbon Monoxide; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; SO_x = oxides of sulfur.
No BAAQMD threshold for CO or SO_X

Operational Emissions

As shown in Table 3 and Table 4, operational emissions would not exceed BAAQMD operational thresholds for criteria pollutants.[1] Operational impacts would be less than significant.

Table 3 Estimated Daily Operational Air Pollution Emissions (lbs/day)

Sources	Emissions (lbs/day)					
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
Average Daily Emissions						
Mobile	8	7	49	8	2	<1
Area	13	<1	10	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Total Emissions	21	8	60	8	2	<1
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Appendix A for CalEEMod worksheets.
N/A = not applicable; lbs/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = Carbon Monoxide; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; SO_x = oxides of sulfur.
No BAAQMD threshold for CO or SO_X,
Note: numbers may not total exactly due to rounding

Table 4 Estimated Annual Operational Air Pollution Emissions (tpy)

Sources	Estimated Emissions (tpy)					
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
Mobile	1	1	9	1	<1	<1
Area	2	<1	2	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total Annual Emissions	3	1	11	1	<1	<1
BAAQMD Annual Thresholds	10	10	N/A	15	10	N/A
Threshold Exceeded?	No	No	No	No	No	No

See Appendix A for CalEEMod worksheets.

N/A = not applicable; tpy = tons per year; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = Carbon Monoxide; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; SO_x = oxides of sulfur.

No BAAQMD threshold for CO or SO_X,

Note: numbers may not total exactly due to rounding

[1] The proposed solar ready roofs were not included in the air quality modelling. Therefore, this analysis presents a conservative estimate of daily emissions due to energy use.

Criteria Pollutant Emissions Summary

Construction and operational emissions would not exceed BAAQMD thresholds for criteria pollutants and would comply with BAAQMD criteria pollutant thresholds. The proposed Project would not result in individually or cumulatively significant impacts to air quality. Construction fugitive dust impacts would be less than significant with 2040 General Plan EIR Mitigation Measure AQ-1.

☑ **ANALYZED IN THE PRIOR EIR**

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

The 2040 General Plan EIR found that the 2040 General Plan would not expose sensitive receptors to substantial pollutant concentrations. Certain population groups such as children, the elderly, and people with health issues are particularly sensitive to air pollution. The majority of sensitive receptor locations are schools, residences and hospitals. The closest sensitive receptors to the Project site are the Sonoma County Day School directly adjacent to the southern boundary of the Project site, as well as single-family residences approximately 0.2-mile northeast of the Project site. Localized air quality impacts to sensitive receptors typically result from CO hotspots and TACs, which are discussed in the following subsections.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at areas with high vehicle density, such as intersections with heavy peak hour traffic.

BAAQMD recommends comparing a project's attributes with the following screening criteria as a first step to evaluating whether the project would result in the generation of CO concentrations that would substantially contribute to an exceedance of the *Thresholds of Significance* (BAAQMD 2023). The project would result in a less than significant impact to localized CO concentrations if:

1. The project is consistent with an applicable congestion management program for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project would not increase traffic volumes at affected intersections to more than 44, 000 vehicles per hour.
3. The project traffic would not increase traffic volumes at the affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage).

There are no intersections in the Project area with more than 44,000 vehicles per hour (GHD 2023). The proposed Project would generate 1,738 daily trips which would not cause intersection volumes to exceed 44,000 vehicles per hour. In addition, as discussed in the 2040 General Plan EIR, the San Fransisco Bay Area Air Basin is currently in attainment for CO. Therefore, the Project would result in less than significant impacts to localized CO emissions.

Toxic Air Contaminants

Toxic air contaminants (TACs) are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the Project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

The BAAQMD has health risk criteria for cancer risk, non-cancer risk (i.e., chronic and acute), and annual average $PM_{2.5}$ concentration. Cancer risk is expressed as the maximum number of new cancer cases projected to occur in a population of one million people due to exposure to a cancer-causing substance. Potential acute health risks include severe symptoms that develop rapidly and lead quickly to a health issue due to exposure to a harmful substance, whereas chronic health risks include health crises, such as lung inflammation, immune suppression, and immune sensitization, which develop due to exposure to a harmful substance over a long period of time.

Construction-related activities would result in temporary Project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2021).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed Project would occur over approximately 11 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual (MEI). The risks estimated for a MEI are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project. Thus, the duration of proposed construction activities (i.e., 11 months) is approximately three percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017).

The maximum PM_{10} and $PM_{2.5}$ emissions would occur during site preparation and grading activities. These activities would last for approximately six weeks. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than one percent of the total 30-year exposure period for health risk calculation.

A construction health risk assessment (HRA) was also prepared by Rincon Consultants in August 2023 (Appendix B). The construction HRA found that construction risk for cancer and non-cancer would not exceed thresholds of 10 in one million and an index of 1.0, respectively. The proposed

Project would also utilize all Tier 4 construction equipment which would reduce the amount of $PM_{2.5}$. In addition, the proposed Project would be required to comply with Mitigation Measure AQ-1 from the 2040 General Plan EIR which would reduce fugitive dust emissions. Therefore, Project construction would not expose sensitive receptors to substantial TAC concentrations, and this impact would be less than significant.

Operation

An operational HRA was prepared by Rincon Consultants which analyzed health risk for residential, teacher, and student receptors (Appendix B). As shown in Table 5, the operational HRA found that excess cancer risk, chronic health risk, and annual average $PM_{2.5}$ concentration at the MEI would not exceed BAAQMD individual project thresholds. As shown in Table 6, cumulative cancer risk, cumulative chronic health risk, and cumulative $PM_{2.5}$ risk at the MEI would not exceed BAAQMD cumulative thresholds. However, because the excess cancer risk at the MEI is greater than one in one million, the proposed Project would be required to equip all generators with Best Available Control Technology (BACT) pursuant to BAAQMD Regulation 2, Rule 5 Section 2-5-301, which would further reduce cancer risk, chronic hazard, and annual average $PM_{2.5}$ concentration at the MEI below the BAAQMD significance thresholds. Therefore, Project operation would not expose sensitive receptors to substantial TAC concentrations and this impact would be less than significant.

Table 5 Health Risks from Project Operation (50 Hours Per Year)

Scenario	Excess Cancer Risk (per million)	Chronic Health Risk[1,2]	$PM_{2.5}$ Annual Average ($\mu g/m^3$)
MEI (Sonoma Country Day School)	7.77	0.01635	0.02
BAAQMD Significance Threshold	>10	>1	>0.3
Threshold Exceeded?	**No**	**No**	**No**

Table 6 Cumulative Health Risks from Project Operation (50 Hours Per Year)

Scenario	Excess Cancer Risk (per million)	Chronic Health Risk[1,2]	$PM_{2.5}$ Annual Average ($\mu g/m^3$)
MEI (Sonoma Country Day School)	13.08	0.0201	0.2896
BAAQMD Significance Threshold	>100	>10	>0.8
Threshold Exceeded?	**No**	**No**	**No**

☑ **ANALYZED IN THE PRIOR EIR**

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

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. As addressed in the 2040 General Plan EIR, buildout of the 2040 would increase light and heavy industrial land uses in the Town west of Highway 101 in the southern portion of the General Plan Area. The proposed Project would include construction of a light industrial and manufacturing business park with 446,686 square feet of warehouse uses and 30,000 square feet of

office uses in three buildings, totaling 476,686 square feet. Although the proposed Project would be located in an area that is already surrounded by industrial operations, the proposed Project is located adjacent to the Sonoma Country Day School south of the project site, which would potentially be impacted by odors from industrial and manufacturing uses. Nonetheless, the 2040 General Plan Land Use Map would ensure consistency of surrounding land uses with odor producing land uses. Therefore, no components of the proposed Project would emit odors beyond those previously assessed; no impacts beyond those previously analyzed would occur.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

With incorporation of Mitigation Measure AQ-1 from the 2040 General Plan EIR as well as General Plan policies discussed under Impact (a), the Project would have no new significant or substantially more severe or peculiar impacts to air quality, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

4 Biological Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■	☐

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts to biological resources were analyzed on pages 101 through 118 of the 2040 General Plan EIR. Impacts related to direct and indirect impacts to special-status species, riparian habitats, or sensitive natural communities were found to be less than significant with implementation of Land Use Policy LU-1.13 (updated under Mitigation Measure AES-1) to reduce impacts from lighting, and Environmental Resources Policy ER-6.12 (updated under Mitigation Measure BIO-1) to protect nesting birds. Impacts related to migratory fish or wildlife species were found to be less than significant with incorporation of Environmental Resources Element Policy ER-1.2 (updated under Mitigation Measure BIO-2). Impacts related to federally protected wetlands, conflicts with tree preservation policies, and conflicts with habitat preservation or natural community conservation plans were found to be less than significant. Mitigation Measures BIO-1 and BIO-2 are listed below:

BIO-1 Nesting Bird Protection Policy

The following policy shall be added to the 2040 General Plan Environmental Element as Policy ER-6.12:

> The Town shall require project applicants to retain the services of a qualified biologist(s) to conduct a pre-construction nesting bird survey during the nesting season (February 1 through August 31) prior to all new development that may remove any trees or vegetation that may provide suitable nesting habitat for migratory birds or other special-status bird species. If nests are found the qualified biologist(s) shall identify appropriate avoidance measures.

BIO-2 Wildlife Movement Corridors Protection Policy

The 2040 General Plan Environmental Resources Element Policy ER-1.2 shall be updated to read:

> **Policy ER-1.2 Sensitive Habitat Preservation.** The Town shall encourage the preservation of sensitive environmental habitat areas, such as oak woodlands, productive farmlands, and riparian (creekside) corridors, and important wildlife movement corridors through measures such as clustering development and conservation easements.

Rincon Consultants, Inc. prepared Peer Review assessments of the biological resources technical studies including the Biological Resources Report and the Tree Resource Analysis. These documents are included as Appendix C. The following discussion incorporates the findings of these studies.

Project-Specific Impacts

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The General Plan EIR determined that future development would have a less than significant impact on special-status species with implementation of General Plan policies and compliance with Mitigation Measure AES-1 related to reduction of light and glare and Mitigation Measure BIO-1 related to nesting birds.

Special-status species include 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 (ESA) or California Endangered Species Act (CESA). ESA and CESA afford protection to listed and proposed species. In addition, California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, and CDFW special status invertebrates are all considered special status species. Although CDFW Species of Special Concern generally do not have special legal status, such species are given consideration under CEQA. In addition to regulations for special status species, most birds in the United States, including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. Plant species on California Native Plant Society (CNPS) Lists 1 and 2 are also considered special status plant species and must be considered under CEQA.

Relevant General Plan Policies LU-2.7 and -2.8 regarding residential densities, ER-1, -1.2, and -1.7 concerning open space, ER-3.1, -3.2, and -3.3 about water resources and waterway preservation, and finally ER-6.1, -6.2, -6.3, and -6.5 requiring detailed inventory and assessment of sensitive resources would apply to the Project. Policy ER-6.12, amended under General Plan EIR Mitigation Measure BIO-1, requires project applicants to conduct pre-construction nesting bird surveys during nesting season prior to all new development. Consistent with General Plan Policy ER-6.3, *Biological Studies for Undeveloped Areas*, a Biological Resources Assessment (BRA) was prepared by Huffman-Broadway Group, Inc. (2022) for the Project site to evaluate whether the Project site exhibits any peculiar features that were not analyzed at a program level as part of the General Plan EIR (see Appendix C). As part of the BRA, a database query of the California Natural Diversity Database (CNDDB) and CNPS Electronic Inventory was conducted within the Healdsburg 7.5-minute U.S. Geological Survey quadrangle and surrounding eight quadrangles to determine the potential for special-status species to occur within the Project area.

The BRA concluded the Pruitt Avenue Extension may impact approximately 0.99 acres of suitable habitat for the federal and State listed California Tiger Salamander and 0.35 acre of seasonal wetlands constituting suitable habitat for listed plants on the property. Consistent with General Plan

Policy ER-6.5, *Applicant Mitigation Obligation,* mitigation measures from the BRA[2] related to California Tiger Salamander, seasonal wetlands habitat, western pond turtle, burrowing owl, and American badger, nesting birds, and roosting bats, included below, shall be implemented as conditions of approval.

Conditions of Approval from the BRA

- If required by the Army Corps of Engineers, implement all conservation measures recommended in a Biological Opinion issued by the USFWS under the Corps' Endangered Species Act Section 7 consultation process, including, but not limited to, mitigating for the loss of suitable habitat to support federally listed plant species, if determined present.
- Implement all conservation measures recommended in the Biological Opinion issued by the USFWS under the Corps' Endangered Species Act Section 7 consultation process to mitigate the loss of suitable habitat to support the California Tiger Salamander, if determined present..
- The applicant will compensate, as determined by the USFWS under the Corps' Endangered Species Act Section 7 consultation process for impacts to 0 suitable habitat for Burke's goldfields with conservation of suitable habitat at a minimum 1:1 ratio. Compensation to mitigate for direct effects to suitable habitat for Burke's goldfields, if determined present, will be accomplished through the purchase of mitigation conservation bank credits and / or Permittee-Responsible Mitigation, consistent with the requirements of the USFWS Biological Opinion.
- Prior to ground disturbance for construction, a preconstruction survey of uplands within the project should be conducted. To determine if western pond turtle is present, a qualified biologist shall conduct walking transects through the Project Site grassland habitat searching either for turtles or for dens used as nesting sites. If a dispersing western pond turtle is found, the turtle should be moved to a location within Pruitt Creek where it will out of harm's way. If an active den is found on the project site prior to initiation of construction, construction within 100 feet of the active den shall be prohibited and the den should be monitored by a qualified biologist to determine when denning activities cease or the den is abandoned, at which point construction can proceed. If it is necessary to relocate a western pond turtle from an onsite den to allow construction to proceed, any relocation effort will be implemented only after consultation with and the approval of CDFW.
- Preconstruction surveys for burrowing owls shall be conducted 48 hours prior to Project ground disturbing activities to ensure that there are no impacts to burrowing owls. Surveys shall be conducted by a qualified biologist following CDFW survey methods (CDFW 2012).
- If burrowing owls are found to occupy the Project Site during the non-breeding season (September 1 to January 31), occupied burrows will be avoided by establishing a no-disturbance buffer zone a minimum of 100 feet around the burrow. Buffers may be adjusted to address site specific conditions using the impact assessment approach described in the CDFW 2012 staff report. If a qualified biologist determines that the location of an occupied burrow may be impacted even with a 100-foot buffer or the burrow is in a location where it prevents the proposed project from moving forward, a passive relocation effort may be instituted to relocate

2 Mitigation from the BRA has been modified based on discussions between the applicant and the United States Amry Corps of Engineers, North Coast Regional Water Quality Control Board, and CDFW. The CDFW has determined that the presence of the California Tiger Salamander (*Ambystoma californiense*) is not likely and has approved the Huffman-Broadway Group botanist's two-year negative results for CESA-listed plants for the Shiloh Business Park Project site. Agency review is ongoing with the Army Corps of Engineers and Water Board regarding whether they have jurisdiction regarding man-made palustrine wetlands and riverine wetland drainage ditches that would be filled by the Project due to a U.S. Supreme Court's May 25, 2023 decision in the case of Sackett v. Environmental Protection Agency ruling. CDFW has determined they have jurisdiction over the man-made drainages that will be filled by the Project.

the individual(s) out of harm's way pursuant to a Burrowing Owl Exclusion Plan prepared in accordance with requirements of the CDFW 2012 staff report. Implementation of such a Burrowing Owl Exclusion Plan would likely require habitat mitigation consistent with the requirements of the 2012 CDFW Staff Report.

- If burrowing owls are found to be present during the breeding season (February 1 to August 31), the project ground disturbing activities will follow the CDFW 2012 Staff Report recommended avoidance protocol whereby occupied burrows will be avoided with a no-disturbance buffer. CDFW Staff Report guidelines for buffer zones to protect nesting burrowing owl range between 50m to 500m depending on time of year and disturbance level. If nesting burrowing owl are found to be present on the site, buffer zones will be implemented within this range as a result of consultation with CDFW regarding specific site conditions.
- Prior to ground disturbance for construction, a preconstruction survey for American badger and their dens shall be conducted. To determine if American badger is present, a qualified biologist shall conduct walking transects through the Project Site grassland habitat searching for dens. If an active den is found on the project site prior to initiation of construction, construction within 100 feet of the active den shall be prohibited and the den should be monitored by a qualified biologist to determine when denning activities cease or the den is abandoned, at which point construction can proceed. If it is necessary to relocate a badger from an onsite den to allow construction to proceed, any relocation effort will be implemented only after consultation with and the approval of CDFW.
- If construction is to be conducted during the breeding season of migratory birds (February 1 to August 31), a qualified biologist should conduct a preconstruction breeding bird survey in areas of suitable habitat within 7 days prior to the onset of construction activity. Nesting bird surveys should cover the construction footprint and adjacent areas. If bird nests are found, appropriate buffer zones should be established around all active nests to protect nesting adults and their young from direct or indirect impacts related to project construction disturbance. Size of buffer zones should be determined per recommendations of the qualified biologist based on site conditions and species involved. No construction or earth-moving activity shall occur within the established buffer zone until it is determined by the qualified biologist that the young have fledged or that the nesting cycle is determined to be complete based on monitoring of the active nest.
- The applicant should conduct a Bat Habitat Assessment of all trees to be removed or trimmed and all structures scheduled for demolition. The habitat assessment of the structure would consist of a visual examination of the exterior and interior surfaces and spaces for suitable entry points, and signs of roosting bats (fecal pellet accumulations, urine or fur staining at entrances, insect prey remains, live or dead bats, characteristic odor, etc.). The habitat assessment of trees will determine the presence of suitable roosting habitat in the form of tree cavities that could harbor colonial bats or exfoliating bark or suitable foliage to support solitary bats. If no bat habitat is found during the assessment, the structure can be demolished or the tree can be removed or trimmed. If trees or structures contain suitable potential bat habitat, presence of roosting bats is presumed, and additional mitigation is necessary:
  - **Trees**. Schedule removal of trees with suitable bat habitat with a bat biologist present during seasonal periods of bat activity (March 1 to April 15 or September 1 to October 15). If trees containing suitable potential bat habitat are scheduled for removal outside of these seasonal periods of bat activity, conduct a visual survey of all suitable roost features to determine if bats are present, and remove the tree if bats are not present. If roost features cannot be completely surveyed due to access, cavity depth, etc. and uncertainty remains

regarding the potential presence of roosting bats, tree removal should be delayed until the appropriate seasonal period of bat activity under the supervision of a qualified bat biologist.

- **Structures**. If structures are found to contain suitable potential roost habitat or signs of past or present use by bats, presence of roosting bats is presumed and a detailed visual survey or night emergence survey will be conducted in an effort to verify the absence of bats. Night emergence surveys can only be conducted when bats are active. Buildings containing bats or signs of past or present use by bats will require either humane eviction (installation of blockage materials and one-way exits), or partial dismantling, and only during seasonal periods of bat activity between March 1 to April 15 or September 1 to October 15.

The General Plan EIR included Mitigation Measure AES-1, updating Land Use Policy LU-1.13 to specify outdoor nighttime lighting requirements through implementation of lighting standards approved by the International Dark Sky Association. This measure would reduce the lighting impacts from the Project, and their associated impacts of special-status species.

Further, the Shiloh Oaks Master Plan included mitigation measures that are applicable to the Project and would be required. They are reproduced below:

Shiloh Oaks Master Plan Mitigation

Plants. Prior to development approval within Areas 1, 3, or 4 as identified on the Shiloh Oaks Master Plan, the following shall occur:

a. Supplemental protocol-level surveys shall be conducted prior to project approval to determine the presence of any additional special status plants. If special species plants are found, preservation at a ratio of 1:1 at an approved location shall be provided.
b. Formal delineations of any remaining potential wetland areas shall occur.
c. Mitigation of plants listed in the Santa Rosa Plain Conservation Strategy will be required as a condition of project approval, according to the terms of the "Programmatic Formal Consultation/or U.S. Army Corps of Engineers 404 Permitted Projects that May Affect Endangered Plant Species on the Santa Rosa Plain, California" (dated July 17, 1998). Evidence of mitigation will be required in the form of an approved Section 404 permit from the Army Corps of Engineers and a Section 401 Certification from the State Water Quality Control Board prior to authorization for construction.

Wildlife. Prior to development approval within Areas 1, 3, and 4 as identified on the Shiloh Oaks Master Plan, the following shall occur:

a. A Phase I habitat assessment for burrowing owls (California Burrowing Owl Consortium, 1993) shall be conducted. If owls are found using natural or artificial burrows onsite either as winter residents or as breeding birds, mitigation shall include measures specified in the "Staff Report on Burrowing Owl Mitigation" (page 6, CDFG 1995). If suitable habitat does not occur and no owls are observed, no further mitigation is warranted.
b. Within Areas 1 and 4, surveys for pond turtles shall be conducted along Pruitt Creek to determine presence of the species and potential nesting areas. Creek setbacks will be established in accordance with the Town's Zoning Ordinance (30 foot minimum from top of bank) to provide upland habitat.

c. Future development applications will be conditioned for pre-construction surveys to avoid impacts to nesting raptors and breeding birds, including the special status species white-tailed kite and loggerhead shrike.
d. Future development applications will also be conditioned for pre-construction surveys for bat roosts to take place no more than 30 days prior to construction activity. If special species roosts are found, an artificial roost will be place onsite prior to removal of the original roost.

Overall, with implementation of mitigation from the General Plan EIR, conditions of approval from the BRA prepared for the Project, and mitigation from the Shiloh Oaks Master Plan, impacts would be less than significant. There would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Project site construction is not planned within Pruitt Creek or on the bank of the creek, or within bordering riparian habitat. The proposed Project includes a realignment of Airport Creek running east to west through the southern portion of the site. The wetland impacts associated with the realignment of this drainage are discussed under *impact c.* below.

The Shiloh Oaks Master Plan includes the following mitigation measures to be implemented for the Project to further reduce impacts to riparian habitat.

Shiloh Oaks Master Plan Mitigation

Riparian Habitat. Prior to development approval within Areas 1 and 4 as identified on the Shiloh Oaks Master Plan, the following shall occur:

a. Creek setbacks shall be established as required in the Town of Windsor Zoning Ordinance (minimum 30 feet from top of bank) for Pruitt Creek. No improvements or storage of materials is permitted within this area.
b. Evidence of a Stream Alteration Permit issued by the Department of Fish and Game shall be provided prior to approval of drainage improvements.
c. A Creek Revegetation and Enhancement Plan will be required by the Town to mitigate removal of riparian vegetation and enhance any existing “gaps” to Pruitt Creek, as well as provide for the establishment of riparian vegetation along the drainage corridor which is tributary to Airport Creek. This plan, where applicable, will include replacement of existing riparian trees removed (6 inches or greater diameter at breast height) at a 3:1 ratio with minimum 15-gallon size trees. This Plan shall be prepared or approved by a professional biologist, and shall include monitoring for health of replacement vegetation. These requirements may be included within the Stream Alteration Permit if appropriately documented to the Town.
d. Employ Best Management Practices (BMP's) during construction to minimize water quality impacts to Pruitt Creek and the Airport Creek tributary.

Given that there would be no impacts to the Pruitt Creek riparian corridor and Shiloh Oaks Master Plan mitigation would be incorporated, impacts would be less than significant. There would be no

new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

The United States Army Corps of Engineers (USACE) regulates the filling or grading of Waters of the U.S. (WOUS) under the authority of Section 404 of the Clean Water Act (CWA). The extent of jurisdiction within drainage channels is defined by "ordinary high-water marks" on opposing channel banks. All activities that involve the discharge of dredge or fill material into WOUS are subject to the permit requirements of the USACE. In addition, under the Porter-Cologne Water Quality Control Act of 1969, the State Water Resources Control Board (SWRCB) has regulatory authority to protect the water quality of all surface water and groundwater in the State of California ("waters of the State" or WOS). Nine RWQCBs oversee water quality at the local and regional level. The RWQCB for a given region regulates discharges of fill or pollutants into WOS through the issuance of various permits and orders. Discharges into WOS that are also WOUS require a Section 401 Water Quality Certification from the RWQCB as a prerequisite to obtaining certain federal permits, such as a Section 404 CWA permit. Discharges into all WOS, even those that are not also WOUS, require Waste Discharge Requirements (WDRs), or waivers of WDRs, from the RWQCB.

As noted in the General Plan EIR, wetlands in Windsor include freshwater sloughs, swamps, vernal pools, wet meadows and pastures, springs and seeps, and seasonal wetlands, including wetland features on the Project site. Such wetland features may be subject to the jurisdiction of the USACE, as well as the RWQCB and CDFW. Compliance with the standards of the CWA is required for any project occurring within the Town. The General Plan EIR concluded that Policies ER-1.1, -1.2, -1.7, -3.1 through -3.3, and -6.1 through -6.5 would reduce impacts to State and federally protected wetlands.

Grading activities on the Project site, however, would result in permanent placement of fill material into 0.35 acres of seasonal wetlands considered WOUS under the CWA and WOS under the Porter-Cologne Act. An additional 0.02 acres of man-made drainage ditches with associated seasonal wetland habitat found along the west side of the Project and 0.05 acres of riparian wetland that has become established in these drainages would be permanently filled due to the proposed Project development, including the realignment of the east-west drainage ditch which flows to Airport Creek. The drainage ditches although man-made are also considered WOUS under the CWA and WOS under the Porter-Cologne Act. These impacts will require that the Project applicant apply for and obtain a Department of the Army CWA Section 404 Permit from the Corps for discharge within 0.42 acres of wetlands under Clean Water Act Section 404 jurisdiction along with obtaining a Section 401 Water Quality Certification and Waste Discharge Requirements from the NCRWQCB. The realignment of the east-west drainage ditch and filling of other man-made drainages within the Project site would also require that a Streambed Alteration Agreement be obtained from the CDFW.

Consistent with General Plan Policy ER-6.5, mitigation measures from the Biological Resource Assessment, included below, shall be implemented as conditions of approval.

Conditions of Approval from the BRA

- The applicant, depending on the outcome of the Army Corps of Engineers and the North Coast Regional Water Quality Control Board jurisdictional determinations, will obtain all necessary authorizations from the Corps and the Regional Water Board for discharging fill material into up to a total of 0.43 acres of palustrine wetlands and riverine wetland drainage ditches due to the proposed Project development including the realignment of Airport Creek Ditch..
- The applicant will prepare a detailed Mitigation and Monitoring Plan (MMP) to be submitted to the Army Corps of Engineers and North Coast Regional Water Quality Control Board for review and approval as part of the process for obtaining permits from the agencies. The Wetland Mitigation Plan will address the loss of 0.35 acre of palustrine seasonal wetlands impact due to the proposed project development, 0.06-acre loss of a man-made riverine wetland drainage ditch resulting from the realignment of the east-west man-made drainage ditch (Airport Creek Ditch) connecting to Airport Creek on the western edge of the Project Site, and loss of 0.02-acre a man-made riverine wetland drainage ditches filled along the west side of the Project. The MMP once implemented at a minimum shall:
  - Compensation for impacts to 0.35-acre of palustrine seasonal wetlands and 0.08-acre riverine wetlands filled within the Project Site shall be at a 1:1 mitigation ratio or 0.43 acre. This shall be accomplished through the purchase of mitigation bank credits approved by the Army Corps of Engineers and Regional Water Board.
  - Provide evidence, if required, of Army Corps of Engineers and Regional Water Board authorizations including minimization of impacts resulting from the removal of riverine wetland drainage ditches through implementation of a Mitigation and Monitoring Plan..

The Shiloh Oaks Master Plan includes the following Mitigation Measures specific to wetlands to be implemented under the Project:

Shiloh Oaks Master Plan Mitigation

Wetlands. Prior to development approval within Areas 1, 3, and 4 as identified in the Shiloh Oaks Master Plan, the following shall occur:

a. Formal delineations shall be completed to determine jurisdictional wetlands as well as waters of the United State and the State of California. These delineations shall be verified by the U.S. Army Corps of Engineers and North Coast Regional Water Quality Control Board, as applicable, prior to project approval. Verification shall indicate whether avoidance or fill subject to mitigation will be supported.
b. If Federal wetlands or waters of the United States subject to jurisdiction of the U.S. Army Corps of Engineers are present, project shall either be redesigned to avoid the wetlands or shall be conditioned to provide evidence of acceptance by the US. Army Corps of Engineers to append the project to the "Programmatic Formal Consultation for U.S. Army Corps of Engineers 404 Permitted Projects that May Affect Endangered Plant Species on the Santa Rosa Plain, California" (dated July 17, 1998), including specified mitigation requirements. This evidence shall be provided prior to authorization for construction.
c. If isolated wetlands or waters of the State subject to jurisdiction of the North Coast Regional Water Quality Control Board are present, project shall be either be redesigned to avoid the wetlands or shall be conditioned to provide evidence of a Section 401 permit issued by that agency prior to authorization for construction.

Overall, with implementation of conditions of approval from the BRA prepared for the Project and mitigation from the Shiloh Oaks Master Plan, impacts would be less than significant. There would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

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

Pursuant to the General Plan EIR, open space areas within the town, such as Foothill Regional Park, provide discontinuous habitat blocks and patches, facilitating wildlife movement. However, new growth and development under the General Plan would recognize the town's natural resources and would occur where existing roads, water, and sewer are in place, thus avoiding development in large open space areas that are used as wildlife corridors. The General Plan EIR concluded that with implementation of applicable policies such as ER-1.2 (updated through Mitigation Measure BIO-2) which encourages preservation of sensitive environmental habitat areas including important wildlife movement corridors, impacts to migratory corridors and wildlife nursery sites would be reduced to less-than-significant levels.

The Project site is located on the border between the Bay Area Ecoregion and the Southern Central Coast Ecoregion. The natural drainages in the area (e.g., Windsor Creek) flow generally southwest to the Russian River and therefore, the area falls into the Northern Central Coast Ecoregion (Spencer et al. 2010). However, the Project site is not located within a Natural Landscape Block (defined as relatively natural habitat blocks that support native biodiversity). The Project site is also not located in an Essential Connectivity Area (ECA; defined as areas that are essential for ecological connectivity between blocks) (Spencer et al. 2010). Therefore, no significant wildlife movement corridors or habitat linkages are present at the Project site. Due to the Project location surrounded by existing development and adjacent to a highway, the Project would not interfere substantially with the movement of wildlife species. Thus, development of the Project does not have the potential to impact wildlife corridors or interfere substantially with the movement of native resident or migratory wildlife species. Based on the above, impacts related to interfering substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors or impeding the use of wildlife nursery sites were adequately addressed in the General Plan EIR. Effects peculiar to the Project or the Project site do not exist.

☑ **ANALYZED IN THE PRIOR EIR**

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

The General Plan EIR concluded that with compliance with applicable General Plan policies, implementation of the General Plan would result in a less-than-significant impact related to conflicting with local policies or ordinances protecting biological resources, including Chapter 27.36, Tree Preservation and Protection, of the Town Zoning Ordinance. The General Plan includes open space policies to protect natural resources including sensitive habitats (Policies ER-1.1 and ER-1.2), and policies to protect biological resources including oak groves and woodlands, riparian woodlands, and heritage trees (Policies ER-1.2, -6.1, -6.2, -6.3, -6.7, -6.8).

Pursuant to Chapter 27.36 of the Town Zoning Ordinance, "protected trees" are defined as certain native oak tree species with a diameter at breast height (dbh) of six inches or greater, California bay with a dbh of six inches or greater, and California buckeye with a dbh of 12 inches or greater. Multiple trunk trees must possess at least one trunk with the above dbh (based on species) to be considered protected. Section 27.36.061, Tree Mitigation, is an amendment to the Ordinance. The amendment will "generally replace a smaller quantity of larger trees by replanting a larger quantity of smaller trees, with the goal of restoring the original canopy area and volume after ten years." The General Plan EIR concluded that with implementation of applicable policies and adherence to the Town's Zoning Ordinance the General Plan would comply with applicable local regulations and impacts would be reduced to a less than significant level.

According to the Tree Inventory Assessment (2022) prepared for the Project by James P. Allen and Associates (Appendix C), the Project site contains 215 trees, 65 of which would require removal. Of those 65 trees, 22 met the "protected" criteria of Chapter 27.36 of the Town Zoning Ordinance and require mitigation. To reduce impacts, the compensation stated below in the Tree Inventory Assessment shall be included as a condition of approval for the Project:

Conditions of Approval from the Tree Inventory Assessment

Compensation for tree removal required in order to complete the Project will include:

- Preservation and Protection of 137 existing trees; 44 of the trees to be preserved meet "Protected" criteria
- Implementation of Special Treatments to be defined by the Project Arborist once grade stakes are placed
- A Mitigation Planting Program for 22 "Protected" trees proposed for removal representing 168.9 diameter mitigation inches as required by Town of Windsor Zoning Ordinance Chapter 27.36

The Shiloh Oaks Master Plan includes the following mitigation measure to be implemented for the Project to further reduce impacts to trees.

Shiloh Oaks Master Plan Mitigation

Tree Preservation: Prior to further development approvals within Areas 1, 3, and 4, an arborist report shall be provided identifying tree preservation measures for protected trees to be undertaken during the construction of these areas/lots, unless replacement and mitigation is otherwise approved by the Planning Commission in accordance with the Town of Windsor Zoning Ordinance.

Additionally, tree removal is subject to review, approval, and permit issuance by the Town's Community Development Director. Because the applicant would obtain the appropriate permits for necessary removal of protected trees, no conflicts with local policies or ordinances protecting biological resources would occur.

Based on the above, impacts related to conflicting with Chapter 27.36 of the Town Zoning Ordinance were adequately addressed in the General Plan EIR, which anticipated buildout of the Project site. Effects peculiar to the proposed Project or the Project site do not exist.

☑ **ANALYZED IN THE PRIOR EIR**

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

The General Plan Area is located within the planning area for the Santa Rosa Plain Conservation Strategy (Conservation Strategy), which is overseen by the USFWS. The Conservation Strategy creates a long-term conservation program sufficient to mitigate potential adverse effects on listed species due to future development on the Santa Rosa Plain. Figure 13 of the Conservation Strategy designates Windsor Plant Conservation Areas in and around Windsor. The General Plan EIR noted that because the General Plan prioritizes infill development within already urbanized areas of the town, future development areas of potential preservation as outlined in Figure 13 and Figure 3 of the Conservation Strategy are unlikely to be developed. The General Plan EIR concluded that with implementation of applicable General Plan policies, impacts related to conflicts with the Conservation Strategy would be less than significant.

As noted in the BRA, the Project site is included within the area covered by the Conservation Strategy. One of the key goals of the Conservation Strategy is to conserve and contribute to the recovery of the California tiger salamander and three listed plant species and the conservation of their sensitive habitat. Mitigation related to identified impacts to these species (see Conditions of Approval from the BRA under *impact a*.) as a result of the Project are consistent with the requirements spelled out in the Conservation Strategy and permit requirements for these species under both the federal ESA and the CESA. Further, General Plan policies ER-1.1, -1.2, -3.1, -3.2, -6.1, -6.7, and -6.8 would reduce impacts by promoting conservation and protection of valuable habitat and sensitive resources.

Therefore, impacts related to conflicting with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan were adequately addressed in the General Plan EIR, which anticipated buildout of the Project site. Effects peculiar to the Project or the Project site do not exist.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

With incorporation of conditions of approval listed in this section, as required by General Plan Policy ER-6.3 and ER-6.5, and mitigation from the General Plan EIR and Shiloh Oaks Master Plan IS-MND, the Project would have no new significant or substantially more severe or peculiar impacts to biological resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

5 Cultural Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the Project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	■	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The General Plan EIR analyzes cultural resources on pages 119 through 131. The General Plan EIR determined that impacts to historical and unique archeological resources would be reduced to less than significant levels with implementation of the following mitigation measures:

CR-1 Cultural Resources Study Implementation Program

The following Implementation Program shall be added to the 2040 General Plan:

> If the preliminary reconnaissance required under Policy ER-7.10 suggests that significant historic resources, cultural resources, or tribal cultural resources may exist or for any other Project requiring discretionary approval where there will be substantial ground disturbance by the Project, the applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in archaeology and/or an architectural historian meeting the SOI PQS standards in architectural history to complete a Phase 1 cultural resources inventory of the Project site (NPS 1983). A Phase 1 cultural resources inventory should include a pedestrian survey of the Project site and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. Archival research should include a records search conducted at the Northwest Information Center (NWIC) and a Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC). The technical report documenting the Phase 1 cultural resources inventory shall include recommendations to avoid or reduce impacts to cultural resources.

CR-4 Human Remains

If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be list in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines that remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

The following describes the analysis included in the 2040 General Plan EIR and provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

a. Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?

b. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section15064.5?

Historical resources are features that are associated with the lives of historically-important persons and/or historically-significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

A Cultural Resources Inventory and Evaluation Report was prepared for the Project site by Solano Archaeological Services, LLC in August 2022 (Appendix D). The report concluded that archival research, outreach to the Native American community, and an intensive field survey did not result in the documentation of any prehistoric or historic-era sites, features, or artifacts within the Project site and that no early historic developments occurred within or immediately adjacent to the Project site. In addition, the report concluded that the site exhibits a low level of sensitivity for containing prehistoric or early historic-era cultural resources given the lack of documented cultural resources within or immediately adjacent to the site and the nature of the local soil formations.

In the event that buried archaeological materials are encountered, all soil disturbing work would be halted at the location of any discovery until a qualified archaeologist completes a significance evaluation of the find(s) pursuant to Section 106 of the National Historic Preservation Act (36 CFR 60.4). Additionally, Mitigation Measures CR-1 from the 2040 General Plan EIR would continue to apply and the Project would be required to adhere to General Plan policies, including Policy ER-7.2, which would reduce impacts regarding unanticipated discovery of archaeological resources.

☑ **ANALYZED IN THE PRIOR EIR**

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

The General Plan includes policies and implementation programs relating to the treatment of human remains (Policy ER-7.4). The General Plan EIR determined that implementation of Policy ER-7.4 would reduce impacts related to the potential disturbance of human remains to less than significant, and included CR-4 as a Mitigation Measure to further reduce impacts. Policy ER-7.4 and MM CR-4 would apply to reduce Project impacts.

The Cultural Resources Inventory and Evaluation Report for the Project site includes the following recommendation in the event that human remains or funerary artifacts are discovered:

> In the event that human remains or any associated funerary artifacts are discovered during construction, all work must cease within the immediate vicinity of the discovery. In accordance with the California Health and Safety Code (Section 7050.5), the Sonoma County Sheriff/Coroner must also be contacted immediately. If the remains are deemed to be Native American, the coroner must notify the NAHC, which will in turn appoint and notify a Most Likely Descendent (MLD) to act as a tribal representative. The MLD will work with a qualified archaeologist to determine the proper treatment of the human remains and associated funerary objects. Construction activities will not resume until the human remains are exhumed and official notice to proceed is issued.

This recommendation is similar to the applicable Policy ER-7.4 from the 2040 General Plan which states:

> If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Adherence to Policy ER-7.4 from the 2040 General Plan and MM CR-4 from the 2040 General Plan would reduce impacts related to human remains to a less than significant level. Effects peculiar to the Project or the Project site do not exist.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

A Cultural Resources Inventory and Evaluation Report of the Project area was prepared (Solano Archaeological Services, LLC 2022) and findings incorporated into the analysis above. In addition, adherence to MM CR-1 and MM CR-4 from the 2040 General Plan EIR and Policies 7.1, 7.4 and 7.10 from the General Plan reduce impacts to archaeological and historical resources to less than significant levels. Accordingly, the Project would have no new significant or substantially more severe or peculiar impacts to cultural resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

6 Energy

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts to energy were analyzed on pages 349 through 354 of the 2040 General Plan EIR. This issue was discussed under Section 5.3, Energy Effects, of the EIR as there were no significance thresholds related to Energy when the Final EIR was adopted. Impacts related to the wasteful or inefficient use of energy during construction and operation were found to be less than significant.

Project-Specific Impacts

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

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project would involve the use of energy during construction and operation, including fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting; temporary grid power; permanent grid connections for electricity and natural gas; and fuel consumption from increased vehicle trips associated with potential development. The 2040 General Plan EIR forecasted electricity, natural gas, and fuel consumption estimates for buildout of the Town under the 2040 General Plan. The Project is consistent with the 2040 General Plan buildout, and therefore, electricity, natural gas, and fuel consumption estimates from the 2040 General Plan EIR apply to the Project.

The main forms of available energy supply are electricity, natural gas, and oil. Electricity and natural gas would be provided to the Project site by PG&E. However, PG&E has indicated that an adequately sized energy supply may not be available upon the Project's initial opening; therefore,

the Project would include operation of up to three natural gas generators, rated 750 kilowatt each, for back-up power. The Project would also include rooftop solar arrays and battery storage. In 2013, the Town of Windsor joined Sonoma Clean Power (SCP), a Community Choice Aggregation, which allows the purchase of electricity from renewable sources through PG&E infrastructure. Therefore, future tenants would have convenient access to renewably sourced electricity to meet Project energy demand.

Applicable Regulations

The 2019 California Green Building Standards Code[3], otherwise known as the CALGreen Code (CCR Title 24, Part 11), requires:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 sf to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Construction

All construction equipment and operation thereof would be regulated pursuant to the CARB In-Use Off-Road Diesel Vehicle Regulation, which imposes limits on idling, requires all vehicles to be reported to CARB, restricts the addition of older vehicles into fleets, and requires fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. Compliance with the Regulation would improve fuel efficiency of construction vehicles.

Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would minimize inefficient fuel consumption. These construction equipment standards are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Electrical power would be consumed during demolition and construction activities, and the demand, to the extent required, would be supplied from existing electrical infrastructure in the region.

Based on the above, the temporary increase in energy use during construction of the Project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. The Project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. Furthermore, the Project would be consistent with the site's existing 2040 General Plan land use designation; thus, there would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

3 The applicant had applied for concurrent processing for the planning entitlements and building permit application under the 2019 California Green Building Standards Code. Therefore, the 2022 code would not apply to the Project.

Operation

Operation of the Project would contribute to regional energy demand by consuming electricity, gasoline, diesel, and potentially natural gas. Electricity would be used for lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by visitors and employees. Natural gas could be utilized for heating and cooling systems, and other purposes.

The Project would be subject to all relevant provisions of the most recent update of the California Building Standards Code (CBSC), including the CalGreen standards, which would ensure that proposed structures would consume energy efficiently. Additionally, each proposed tenant space would include Energy STAR appliances, LED light fixtures, low VOC paint, cool roof material, low-flow water fixtures, EV plug-in outlets, and photovoltaic solar panels, consistent with the requirements of 2040 General Plan Policy ER-5.10. Furthermore, tenants would have access to electricity generated from renewable sources through SCP. Even if tenants choose to opt out of SCP, electricity supplied by PG&E is required to comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent by 2030. Thus, even if tenants opt out of SCP and use PG&E electricity exclusively, a portion of the energy consumed during Project operations would originate from renewable sources.

Based on the above, through compliance with the State's Building Standards Code and proposed Project design features, the Project would implement all necessary energy efficiency regulations. There would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Project would not involve development in areas not analyzed previously in the General Plan EIR and would have no new significant or substantially more severe or peculiar impacts regarding energy, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

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7 Geology and Soils

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	■	☐
4. Landslides?	☐	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	■	☐

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The 2040 General Plan EIR discusses geology and soils impacts on pages 141 through 155 and concludes that in the event of a major earthquake in the region, surface fault rupture and seismic ground shaking impacts would potentially injure people and cause collapse or structural damage to existing and proposed structures. Fault-rupture and ground shaking could potentially expose people and property to seismic-related hazards, including localized liquefaction and related ground failure.

However, impacts were determined to be less than significant, with mitigation. Mitigation Measure GEO-1 included in the General Plan EIR is reproduced below.

GEO-1 Soil Investigations for Septic Systems Policy

The following policy shall be added to the Public Facilities and Services Element under Goal PFS-3, Wastewater and Water Reclamation System:

> **Policy PFS-3.12 Soil Investigations for Septic Systems.** For new Rural Residential (RR) development or other residential development projects not connected to the sewer system and requiring the use of septic tanks or alternative wastewater disposal systems, the Town shall require that a soil investigation be submitted for review and approval that demonstrates the capability of the underlying soils to support the use of septic tanks or alternative wastewater disposal systems.

Impacts to paleontological resources were analyzed on pages 119 through 139 of the General Plan EIR. Paleontological resource impacts were determined to be less than significant with mitigation. Mitigation included in the General Plan EIR is reproduced below.

CR-3 Paleontological Resource Studies

The following Implementation Program shall be added to the 2040 General Plan:

> For any development in Windsor that occurs within high sensitivity geologic units, whether they are mapped at the surface or hypothesized to occur in the subsurface, the Town shall require a paleontological assessment, and avoidance and/or mitigation for potential impacts to paleontological resources. The Town shall require the following specific requirements for projects that could disturb geologic units with high paleontological sensitivity, whether they are mapped at the surface or hypothesized to occur in the subsurface.
>
> 1. **Retain a Qualified Paleontologist**. Prior to initial ground disturbance within highly sensitive geologic units, the applicant shall retain a project paleontologist, defined as a paleontologist who meets the SVP (2010) standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources. A qualified paleontologist (Principal Paleontologist) is defined by the SVP standards as an individual with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least one year.
> 2. **Paleontological Mitigation and Monitoring Program.** Prior to construction activity a qualified paleontologist should prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the proposed project. This program should outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications.
> 3. **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the project paleontologist or his or her designee, shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a qualified paleontologist shall

attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

4. **Paleontological Monitoring.** Ground disturbing construction activities (including grading, trenching, foundation work and other excavations) at the surface in areas mapped as high paleontological sensitivity and exceeding 5 feet in depth in areas overlying potentially high paleontological sensitivity units should be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. The Paleontological Mitigation and Monitoring Program shall be supervised by the project paleontologist. Monitoring should be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring will be determined by the project paleontologist. If the project paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not occur in areas mapped as high sensitivity or that do not exceed 5 feet in depth in areas overlying potentially high sensitivity units would not require paleontological monitoring.
5. **Salvage of Fossils**. If significant fossils are discovered, the project paleontologist or paleontological monitor should recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Work may continue outside of a buffer zone around the fossil, usually 50-100 feet (specific distance may be determined by the project paleontologist).
6. **Preparation and Curation of Recovered Fossils**. Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist.
7. **Final Paleontological Mitigation Report**. Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

The following describes the analysis included in the previous environmental documents (the 2040 General Plan EIR) and also provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant

effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The most significant active Alquist-Priolo faults in the region include the Rodgers Creek, Maacama, San Andreas, and West Napa Faults. The Rodgers Creek Fault is the nearest known active fault, located approximately one mile northeast of the Project site (CGS 2021). The Project site is not within an Alquist-Priolo earthquake fault zone (CGS 2021) and there are no known site-specific geologic hazards particular to the Project area.

The 2040 General Plan EIR evaluated the potential for fault rupture and strong seismic ground shaking from seismic events. As noted in the 2040 General Plan EIR, construction and occupancy of new buildings and structures under the General Plan could result in exposure of people or structures to loss, injury, or death from seismic events. However, adherence to 2040 General Plan policies and the California Building Code would reduce impacts to less than significant. Implementation of 2040 General Plan policies would result in the avoidance of siting critical facilities or other structures within areas susceptible to fault rupture (Policies PFS-7.8, ER-1.3, PHS-1.2, PHS-2.1, PHS-2.3, and PHS-2.5), would require more detailed review of design and construction plans and incorporation of additional structural safety features as necessary for structures that would be located in areas subject to seismic hazards (Policies ER-1.3, PHS-2.2, PHS-2.3, and PHS-2.7), would ensure that adequate emergency response is available during an earthquake (Policy PHS-2.6), and would educate the public on earthquake preparedness (Policy PHS-2.8). Additionally, the Project would be required to be constructed in compliance with the California Building Code, including Section 1803 Geotechnical Investigations. Therefore, the proposed Project would be consistent with the findings of the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Areas of high susceptibility to liquefaction within the town are closely associated with stream channels such as Windsor Creek and Pool Creek (United States Geological Survey [USGS] 2006). Substantial areas of moderate liquefaction potential exist in the northern and eastern portions of the town, generally parallel to and west of the foothills to the east (USGS 2006). The Project site is located in an area of low liquefaction susceptibility (Association of Bay Area Governments [ABAG] 2020). Additionally, the 2040 General Plan EIR lists several policies that would reduce the risk of seismic-related ground failure through more detailed review of design and construction plans and incorporation of additional structural safety features as necessary for structures in areas subject to seismic hazards, such as liquefaction (Policies ER-1.3, PHS-2.3, and PHS-2.7). Lastly, the Project

would be required to be constructed in compliance with the California Building Code, including Section 1803 Geotechnical Investigations. No impacts would occur beyond those analyzed previously in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The Project area is located in a generally flat area and not surrounded by substantial slopes. Consistent with the findings of the 2040 General Plan EIR, the risk of landslides on-site is low and impacts due to landslide would be less than significant for the proposed Project. No impacts beyond those analyzed previously in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

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

As stated in the 2040 General Plan EIR, the majority of soil groups in the town have a moderate to low susceptibility erosion (Natural Resources Conservation Service [NRCS] 2015). Thus, the potential for soil erosion over a large part of the town is low. The Project site is located in a generally flat area and would not have potential for substantial soil erosion or loss of topsoil. Development under the 2040 General Plan, including the proposed Project, would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities. Loose and disturbed soils are more prone to erosion and loss of topsoil by wind and water.

Construction of the Project would be required to adhere to applicable 2040 General Plan policies such as Policy PFS-4.5 supporting erosion control measures. Building codes including the California Building Code Section 1804 *Excavation, Grading, and Fill*, along with the necessary implementation of a Stormwater Pollution Prevention Plan (SWPPP) would be required under the National Pollutant Discharge Elimination System (NPDES) program. The SWPPP would contain best management practices (BMP) to control sediment and reduce erosion during construction. Compliance with these uniformly applicable measures would result in a less than significant impact. Following construction, most of the Project site would be developed with structures and landscaping, and areas of exposed soils would be minimal to non-existent. Therefore, no impacts beyond those identified in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

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

As analyzed in the 2040 General Plan EIR, compliance with 2040 General Plan policies as described above, the California Building Code, and associated seismic provisions for this region of California would reduce the impacts to less than significant. Additionally, the Project site is in a generally flat area where landslides are unlikely and not in an area with high or very high liquefaction potential (ABAG 2020, USGS 2006). Therefore, no impacts beyond those identified in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

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

Soils with moderate to high clay content have the highest potential for shrink-swell. The Project site contains soils such as Clear Lake clay and Huichica loam which have a moderate to high clay content (NRCS 2022). Therefore, structures constructed overlying the Clear Lake clay and Huichica loam in the northwestern portion of the Project site would be at risk from shrinking and swelling of the expansive clays. The 2040 General Plan EIR analyzes the potential for expansive soils to create risks to life and property and finds this impact to be less than significant with incorporation of California Building Code standards to reduce impacts. All new development, including the Project, would be required to comply with the standards of the California Building Code, which would ensure that expansive soils are remediated or that foundations and structures are engineered to withstand the forces of expansive soil. In cases where soil remediation is not feasible, the CBC requires structural reinforcement of foundations to resist the forces of expansive soils. Compliance with the requirements of the California Building Code would reduce impacts related to expansive soils (Town of Windsor 2018b). Therefore, there would have no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

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

The proposed Project would connect to existing Town utilities for wastewater disposal. The Project does not include a septic tank or alternative wastewater disposal. Therefore, no impacts beyond those identified in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The General Plan determined that ground-disturbing activities in geologic units with high paleontological sensitivity have the potential to damage or destroy paleontological resources that may be present. Per Figure 10, Paleontological Sensitivity of Geologic Units within the General Plan Area, as shown in the General Plan EIR, the Project site is located in an area identified as having High Paleontological Sensitivity. As such, implementation of Mitigation Measure CR-3, which requires paleontological resource studies for projects in high sensitivity geological units, would be required for the Project. Overall, the General Plan EIR concluded that with compliance with General Plan EIR Mitigation Measure CR-3, impacts to paleontological resources would be less than significant. Therefore, impacts related to resulting in the direct or indirect destruction of a unique paleontological resource were adequately addressed in the General Plan EIR. Effects peculiar to the Project or the Project site do not exist. Thus, pursuant to *CEQA Guidelines* Section 15183, the criteria for requiring further CEQA review are not met.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

As addressed in the General Plan EIR, development proposed under the General Plan would be situated on an infill site and land contiguous to existing development. Implementation of General Plan policies and compliance with the California Building Code would reduce potential impacts to less than significant levels. The project would have no new significant or substantially more severe or peculiar impacts to geology and soil resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental document. Accordingly, no additional review is required.

8 Greenhouse Gas Emissions

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts to GHG emissions were analyzed on pages 157 through 172 of the 2040 General Plan EIR. Impacts related to the generation of GHG emissions that may have a significant impact on the environment and conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs were found to be less than significant. The 2040 General Plan EIR found that the total GHG emissions per service population per year of 5.58 MT CO_2e would not exceed BAAQMD's threshold of 6.6 MT CO_2e per service population per year.

Project-Specific Impacts

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

The Project's proposed construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. However, as discussed below under Section 14, *Population and Housing*, the proposed Project is anticipated to create 160 new jobs consistent with the 2040 General Plan buildout, which anticipated 2,860 new jobs in the Town. Therefore, since the Project constitutes as planned growth in the region and is within the 2040 General Plan buildout, the Project would not result in additional GHG emissions that were not accounted for in the 2040 General Plan EIR, and would not result in an exceedance of the 2040 General Plan EIR annual threshold of 6.6 MT CO_2e per service population or the Windsor per capita emissions of 5.85 MT CO_2e. GHG emissions of the Project would not be more than analyzed in the 2040 General Plan EIR and this impact would be less than significant.

☑ **ANALYZED IN THE PRIOR EIR**

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

Continued implementation of State policies to reduce GHG emissions associated with energy use, including the Renewable Portfolio Standard, Title 24 of the California Building Code, and the California Solar Initiative, would reduce the Project's anticipated emissions by decreasing energy use, or by providing a "cleaner" (less GHG-intensive) mix of electricity to the Project from the regional utility. In addition, the Town's 2040 General Plan and Zoning Ordinance include policies and regulations that reduce energy use from new buildings and equipment. By complying with existing Town policies and regulations, the Project would be generally consistent with these existing requirements.

The Town adopted a Greenhouse Gas Emission Reduction Action Plan (RAP) in 2012 which includes 21 implementation measures to reduce GHG emissions townwide. According to the 2040 General Plan EIR, measures 12 through 21 have already been completed. The remaining measures 1 through 11 include implementing pool solar, LED streetlights, new vehicle fleets, and solar photovoltaic systems. Although none of the measures are directly applicable or related to the proposed Project, the Project would be consistent with the overall goal of the GHG Emission RAP of reducing GHGs. The proposed Project would include solar ready rooftops, LED lighting with motion control, 12 EV parking stalls, six dual port EV chargers and parking stalls for trucks, reclaimed materials in concrete mix, reclaimed water for buildings and to supplement irrigation needs, and drought tolerant landscaping compatible with the Town's Water Efficient Landscaping Ordinance (WELO). The proposed Project would also comply with the latest CALGreen standards.

The General Plan's Environmental Resources Element contains policies and actions to reduce energy use. Table 7 summarizes the Project's consistency with the applicable policies in the 2040 General Plan Environmental Resources Element.

As shown in Table 7, the proposed Project would be generally consistent with the Town's 2040 General Plan.

Table 7 Project Consistency with Applicable General Plan Policies

Goals, Policies, and Actions	Project Consistency
Town of Windsor General Plan Environmental Resources Element	
Policy ER-4.7: Zero-Emission and Low-Emission Vehicle Use. The Town shall encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities throughout the Town.	**Consistent.** The proposed Project would include conduit stub for 42 future EV parking stalls and capacity for six dual port EV chargers and parking stalls for trucks. In addition, the proposed Project would include 52 bicycle parking spots.
Policy ER-5.3: Greenhouse Gas Efficiency Target. The Town shall ensure that all new development projects and Public Works Improvement projects would result in less than 1.91 metric tons CO2e per service population (including residents and employees) per year from 2017 to 2030, less than 1.12 metric tons CO2e per service population per year from 2030 to 2040, and 0.49 metric tons CO2e per service population per year from 2040 to 2050 in order to ensure that the emissions targets for the years 2030, 2040, and 2050 in ER-5.1 and ER-5.2 would be achieved.	**Consistent.** As discussed above under Impact a, the proposed Project is anticipated to create 160 new jobs consistent with the 2040 General Plan buildout, which anticipated 2,860 new jobs in the Town. Therefore, the Project would not result in additional GHG emissions that were not accounted for in the 2040 General Plan EIR, and would not result in an exceedance of the BAAQMD threshold of 6.6 MT CO_2e per service population per year or the Windsor per capita emissions of 5.44 MT CO_2e per capita
Policy ER-5.4: Encourage Development Patterns that Reduce Greenhouse Gas Emissions. The Town shall strive to reduce greenhouse gas emissions by encouraging compact, mixed-use, pedestrian/bicycle friendly, transit oriented development that reduces vehicle miles traveled (VMT); promoting energy efficient building enhancements, construction practices, design, and site planning; improving the job-to-housing ratio; and other methods of reducing greenhouse gas emissions while maintaining a balance of housing types.	**Consistent.** The proposed Project would be located within one half mile of four bus stops, and would include 52 parking spots and a pedestrian walkway, which would encourage future employees to walk, bike, and utilize alternative modes of transport and reduce VMT. The proposed Project would generate approximately 160 new jobs which would improve the job to housing ratio in the Town. The proposed Project would also include energy-efficient building enhancements and designs by incorporating solar ready rooftops, LED lighting with motion control, conduit stub for up to 42 EV parking stalls, and six dual port EV chargers and parking stalls for trucks.
Policy ER-5.6: Coordinate with BAAQMD and NSCAPCD. The Town shall coordinate with BAAQMD and NSCAPCD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution, if not already provided for through project design.	**Consistent.** As discussed above under Section 3, Air Quality, the proposed Project would be required to comply with Mitigation Measure AQ-1 which would require implementation of BAAQMD's Basic Construction Mitigation Measures to reduce construction emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM_{10} and $PM_{2.5}$).

Goals, Policies, and Actions	Project Consistency
Policy ER-5.9: Energy Conservation through Land Use. The Town shall promote the creation of a land use pattern that reduces operational energy requirements, especially for transportation purposes, by: a. Avoiding land use configurations and siting decisions that result in single-purpose automobile trips, and instead encouraging patterns that result in multi-purpose trips. b. Promoting land use patterns that may be easily served by local transit and linked with regional transit. c. Promoting land use patterns that provide employment opportunities for Windsor residents.	**Consistent.** The proposed Project would be located within one half mile of four bus stops and would include 52 parking spots and a pedestrian walkway, which would encourage future employees to walk, bike, and utilize alternative modes of transport and reduce VMT. The proposed Project would generate approximately 160 new jobs which would provide employment opportunities for Windsor residents.
Policy ER-5.10: Energy Performance Standards. The Town shall require new construction to meet targeted energy performance standards to advance Town greenhouse gas reduction and other sustainability goals and policies identified in the General Plan. The Town will allow new development to select from a range of options to achieve a minimum energy performance standard, including but not limited to: ▪ solar easements to guarantee access to increased renewable energy generation; ▪ installation of EV charging stations in homes and in commercial development to increase the ability for the public to use zero-emission vehicles; ▪ passive heating and cooling building design; ▪ solar roof and carport panels; ▪ cool roofs; ▪ Smart appliances; ▪ wind generation; ▪ installation of energy efficient appliances and fixtures; and ▪ other emerging technologies as they become available. The Town shall work with affordable housing developers to assist in meeting the energy performance standards.	**Consistent.** The proposed Project includes energy-efficient building enhancements and designs by incorporating rooftop solar arrays and battery storage, LED lighting with motion control, conduit stub for up to 42 EV parking stalls, and capability for six dual port EV chargers and parking stalls for trucks.
Policy ER-5.14: Compliance with Energy Regulations. The Town shall continue to enforce State energy regulations governing energy consumption and use of solar and other renewable energy resources in existing and new development.	**Consistent.** As discussed in Section 6, *Energy*, the proposed Project would be consistent with State, regional, and local regulations regarding energy efficiency.

Project Consistency with 2022 Scoping Plan

The principal State plans and policies for reducing GHG emissions are SB 32 and AB 1279. The quantitative goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030; and the goal of AB 1279 is to achieve net zero greenhouse gas emissions no later than 2045, and reduce GHG emissions by 85 percent below 1990 levels no later than 2045. The 2022 Scoping Plan expands upon earlier plans to include the AB 1279 targets. The 2022 Scoping Plan's strategies that are applicable to the proposed Project include reducing fossil fuel use and vehicle miles traveled; decarbonizing the electricity sector, maximizing recycling and diversion from landfills; and increasing water conservation. The Project would be consistent with these goals since the proposed Project would be required to comply with the 2019 Title 24 CALGreen standards, as well as the recycling and organics waste diversion requirements of SB 1383. The proposed Project would also include solar ready rooftops, LED lighting with motion control, conduit stub for up to 42 EV parking stalls, capability for six dual port EV chargers and parking stalls for trucks, reclaimed materials in concrete mix, reclaimed water for buildings and to supplement irrigation needs, and drought tolerant landscaping compatible with the Town's Water Efficient Landscaping Ordinance (WELO). Therefore, the Project would not conflict with the 2022 Scoping Plan.

Based on the discussion and consistency analysis above, the Project would not conflict with California's commitment to GHG reduction under SB 32 or AB 1279, or other plans, policies, or regulations intended to reduce GHG emissions. Impacts would be less than significant.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Project would have no new significant or substantially more severe or peculiar impacts to greenhouse gas emissions, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

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9 Hazards and Hazardous Materials

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material 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?	☐	☐	☐	■	☐

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
e. For a project located in 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?	☐	☐	☐	■	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The 2040 General Plan EIR discusses hazardous materials impacts on pages 173 through 194, and finds that impacts related to hazardous materials use in the Town and impacts regarding potential for exposure of people or the environment to hazardous materials or hazardous waste associated with future development would be less than significant.

The following describes the analysis included in the 2040 General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

A Phase I Environmental Site Assessment (ESA) prepared by Partner in 2021 (Appendix E). The findings of the Phase I ESA were as follows:

Partner identified the following historical recognized environmental condition (HREC) in connection with the subject property:

- Former glue wastewater settling pond on the subject property

Partner also identified the following environmental issue in connection with the subject property:

- Partner conducted a limited, visual survey of accessible areas at the subject property for the presence of suspect asbestos-containing materials (ACM) and identified suspect ACM in good condition in the onsite building. Based on the age of the building on the subject property, Partner noted the potential for ACM to be present and that if those materials were to be replaced, the identified suspect ACM "would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities.

A letter (included in Appendix E) from the North Coast Regional Water Quality Control Board, dated April 20, 2023, stated that the Project would not impact remaining contaminants on the Cleanups case site, as long as no groundwater supply wells are installed and operated.

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

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

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Potentially hazardous materials such as fuels, lubricants, and solvents would be used by heavy machinery during construction of the Project. However, the Project would comply with goals and policies in the 2040 General Plan in order to eliminate potential significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. The 2040 General Plan policies would ensure safe transportation of hazardous waste by maintaining designated truck routes for the transport of hazardous materials. Specific policies in the 2040 General Plan would ensure proper storage and disposal of hazardous materials to reduce potential contamination impacts (Policies PHS 5.1, 5.3, and 5.4). Finally, the 2040 General Plan Goal PHS-5 encourages proper use of hazardous materials through policies to enforce hazardous materials regulations and provide setbacks between sensitive uses and hazardous materials.

The Project would also be required to adhere to federal, state, and local regulations regarding hazardous materials. During grading and construction activities, it is anticipated that limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, would be brought onto the site. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws. Additionally, the construction SWPPP would include BMPs to control accidental spills of equipment fluids and measures for cleanup. Adherence to these regulatory requirements and the SWPPP would ensure that this impact is less than significant. Additionally, the demolition of the existing buildings on the

Project site would require compliance with BAAQMD Regulation 11, Rule 2 to ensure proper handling of asbestos-containing materials.

Industrial and warehousing uses, such as those proposed by the Project, may use or store hazardous materials. The proposed Project would be developed in an area in close proximity to existing and/or future industrial development. However, Sonoma County Day School is adjacent to the Project's southern border. Exposure of persons to hazardous materials could occur in the following ways: improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion or other emergencies. However, the Project would be required to comply with the regulations, standards, and guidelines established by the USEPA, State, Sonoma County, and Town of Windsor related to storage, use, and disposal of hazardous materials, as included in the General Plan EIR. Further, compliance with General Plan policies related to hazardous materials (Policies PHS-5.1, PHS-5.3, PHS-5.4, PHS-5.9, PHS-5.12, PHS-5.13, and PHS-5.15) would reduce operational impacts.

The Town of Windsor Zoning Ordinance Chapter 27.24 requires an agricultural buffer of 200-feet adjacent to active vineyard operations, but allows the width of the buffer to be reduced to a minimum of 100-feet in certain circumstances with Town Council approval. The regulation of pesticide storage, application, and waste disposal is under the jurisdiction of the County Agricultural Commissioner. The Sonoma County Agricultural Commissioner regulates agriculture and pesticide use in the Town and unincorporated County and pesticide application permits must be renewed yearly. In addition, regulated commercial applications of pesticides are documented on a monthly basis in an annual report submitted to the County. Agriculture production adjacent to the Project site would comply with all California Department of Pesticide Regulations (Cal-DPR) pesticide regulations including pesticide registration and work requirements. Therefore, with compliance with state, federal, and local regulations as well as 2040 General Plan policies, no impacts beyond those identified in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

d. Would the project be located on a site that is included on a list of hazardous material 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?

As discussed in the Phase I ESA for the Project, the Project site is identified as a CERS HAZ, CUPA Sonoma, Emissions, and RCRA NON-GEN site in the regulatory database report, as discussed below:

> Ahlborn Structural Steel Inc at 5937 Pruitt Avenue, is registered in the CERS HAZ database as a chemical storage facility. Four violations were issued in 2017 for failing to submit administrative documentation associated with the hazardous waste generated on the subject property. These violations were returned to compliance in 2018. A second inspection was conducted in May of 2021 with no violations reported. This facility is also listed in the Sonoma CUPA database for an active stormwater permit. No further information is provided. Additionally, this facility was verified as a non-generator of hazardous waste in 2020 with an EPA identification number CAL000456688. According to information available in the California DTSC Hazardous Waste Tracking System (HWTS) online database, this facility is described with the NAICS code 332323 for "ornamental and architectural metal work manufacturing". In 2021, approximately one ton of hazardous waste with a waste code description "oxygenated solvent" was transferred offsite. Based on the regulatory oversite, the non-generator status, the absence of any outstanding violations or releases, this listing is not expected to represent an environmental concern.

Given the lack of outstanding violations or releases, this listing on a list compiled pursuant to Government Code Section 65962.5 would not create a significant hazard. Therefore, no impacts beyond those identified in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

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?

The nearest airport is the Charles M. Shulz-Sonoma County Airport located in central Sonoma County, approximately one mile southwest of the Project site. The Project site is within the Sonoma County Airport's Traffic Pattern Zone (TPZ) B, according to the Sonoma County Comprehensive Airport Land Use Compatibility Plan (ALUCP) (Sonoma County 2016). TPZ B has no restrictions on land use, nor discourages industrial uses, such as the Project; TPZ B requires a minimum of 15 percent useable open space, which the Project includes. Therefore, the Project would be consistent with the ALUCP and no impacts beyond those identified in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

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

The Public Health and Safety Element of the 2040 General Plan directs the Town to accommodate safety needs when planning and designing, while increasing the resiliency of the Town's residents and businesses to respond to and be prepared for potential emergencies. This would include emergency vehicle access and location of emergency response facilities. Specifically, Policy PSH-1.3 requires adequate primary and alternative access for emergency vehicles for all new developments. In addition, the Sonoma County Fire District would review and approve the Project to ensure that emergency access meets Town standards.

The Project would not alter travel lanes on roadways carrying emergency vehicles. The Project would include an extension of Pruitt Avenue, which would provide additional emergency access and evacuation from the site. There would be additional access to the Project site via Aviation Boulevard, consistent with the Shiloh Oaks Master Plan requirements, which would provide two access points to the site. Therefore, construction and operation of the Project would not directly impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation. For additional discussion regarding emergency evacuation, please refer to Section 20, *Wildfire*. The Project would not block access or permanently constrain evacuation routes adopted in an emergency response plan or emergency evaluation plan. Therefore, no impacts beyond those identified in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

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

Please refer to Section 20, *Wildfire*, for a discussion of wildland fire impacts.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Project would not involve development in areas not analyzed previously in the 2040 General Plan EIR and would have no new significant or substantially more severe or peculiar impacts regarding hazards and hazardous materials, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the 2040 General Plan EIR. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

10 Hydrology and Water Quality

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the 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;	☐	☐	☐	■	☐

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	■	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The 2040 General Plan EIR discusses hydrology and water quality impacts on pages 195 through 219 and concludes they would be less than significant with incorporation of 2040 General Plan goals and policies and state and local regulations.

The following describes the analysis included in the 2040 General Plan EIR and provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction

The Project would include construction that could result in soil erosion due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading over the southern portion of the 45-acre Project site. If not managed properly, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via storm water runoff from the construction sites. Because the Project would disturb more than one acre of land, the Project would be required to comply with regulations established under the NPDES program as part of Section 402 of the Clean Water Act to control construction stormwater discharges (Order No. 2012-0006-DWQ). In the Bay Area, the San Francisco Regional Water Quality Control Board administers the NPDES permitting program and is responsible for developing permitting requirements. Under the conditions of the permitting program, the applicant would be required to develop and implement a SWPPP for construction activities and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The SWPPP must include BMPs specific to Project construction and is subject to inspections by a Qualified Stormwater Professional. BMPs aim to control degradation of surface water by preventing soil erosion or pollution discharge from the Project area.

The Town of Windsor Public Works Director or designee has the authority to inspect facilities when a reasonable belief exists that there may be a violation of storm water or other pollutant discharge conditions. The Public Works Director or designee is authorized to issue a notice of violation, cease and desist order, stop work order, and/or compliance order for a violation of the Town's storm water and pollutant discharge requirements. Violations of the Town's discharge prohibitions may be enforced by civil action brought by the Town. Therefore, no construction related water quality impacts beyond those identified in the 2040 General Plan EIR would occur.

Operation

Because the Project would result in a net increase of impervious surfaces at the site, the Project would be required to adhere to Provision C.3, which applies to any projects that create and/or replace at least 10,000 square feet of impervious surfaces. The C.3 requirements are separate from, and in addition to, requirements for erosion and sediment control and for pollution prevention measures during construction. Adherence to the C.3 requirements minimizes water quality impacts from new development to maintain regional compliance with the Municipal Regional Permit. Provision C.3 includes a Low Impact Development provision (C.3.c) requires that low impact development techniques be utilized to employ appropriate source control, site design, and

stormwater treatment measures to prevent increases in runoff flows from new development projects. These low-impact development practices and other provisions and BMPs specified in the Municipal Regional Stormwater NPDES Permit, may require long-term operational inspections and maintenance activities to ensure the effective avoidance of significant adverse impacts associated with water quality degradation. In addition, the Project would include a stormwater system and detention facility to capture on-site stormwater.

2040 General Plan goals and policies would further protect water quality during Project operation. Specifically, Policy PFS-4.3 includes requirements for Low Impact Development techniques for reducing pollutants in storm water from new development. Additionally, 2040 General Plan policies require development setbacks along creeks and near flood hazard areas (Policies LU-1.2, ER-1.1, ER-1.2, ER-1.3, ER-3.1, ER-3.2, ER-6.6), and prevent or remediate illicit discharges of pollutants to the municipal storm water conveyance system (Policies ER-3.4, ER-3.5, ER-6.6, and PHS-5.5). With adherence to regulations under the NPDES permit and 2040 General Plan policies no operational related water quality impacts beyond those identified in the 2040 General Plan EIR would occur.

☑ **ANALYZED IN THE PRIOR EIR**

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

The Project site overlays the Santa Rosa Plain Subbasin of the Santa Rosa Valley Groundwater Basin. The East Bay Plan Subbasin is 125 square miles of surface area and is bounded on the northwest by the Russian River plain and the Healdsburg subbasin; on the west by the Mendocino Range; on the south by a drainage divide that separates the Santa Rosa Valley from the Petaluma Valley basin; and on the east by the Sonoma Mountains, the Mayacamas Mountains, and a groundwater divide that separates the Rincon Valley subbasin (Department of Water Resources 2004). The Project would not involve construction of wells, pumping, or extraction of groundwater. The 2040 General Plan EIR concluded that implementation of 2040 General Plan policies would ensure that future development would not deplete groundwater supplies substantially. Compliance with 2040 General Plan goals and policies would support regional solutions to water supply challenges (Policy LU-9.6), would ensure an adequate and sustainable water supply for the Town (Policies PFS-2.1, PFS-2.2, PFS-2.3, PFS-2.10, PFS-2.11, PFS-2.12, ER-3.5, PHS-7.6, and PHS-7.7), would promote the efficient use of water resources (Policies PFS-2.5, PFS-2.6, PFS-2.8, PFS-2.9), and would maximize infiltration and rainwater retention (Policies PHS-7.8, PHS-7.9, PHS-7.10, and PHS-7.11). The Project is consistent with the 2040 General Plan and would not use water or prevent recharge at a rate beyond that anticipated in the 2040 General Plan. Therefore, the Project would have no impacts beyond those previously identified in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

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

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

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

While the Project would alter the existing drainage pattern of the site by increasing impervious surfaces, it would widen the existing on-site drainage channel that outlets to Airport Creek. As concluded in the Initial Storm Water Low Impact Development (LID) Submittal prepared by Adobe Associates (2022), runoff from all impervious surfaces would be directed toward proposed bioretention facilities which would be sized to meet the hydromodification requirement of 100 percent volume capture. Stormwater treatment and retention would be achieved in the bioretention facilities prior to discharge from the site. The Project would also be required to comply with the NPDES General Construction Permit, prepare a SWPPP, comply with the Town of Windsor Municipal Code requiring an erosion and sediment control plan, and all applicable General Plan policies, including Policies PFS-4.5, ER-3.2, and PHS-2.2. The General Plan requires LID principles and BMPs for development along creeks, such as Pruitt Creek and Airport Creek and the existing drainage located on site. As a portion of the Project site is in a 100-year flood hazard zone (FEMA 2021), compliance with Shiloh Oaks Master Plan mitigation would be required to ensure existing drainage patterns would not impede or redirect flood flows.

The Shiloh Oaks Master Plan includes the following Mitigation Measures specific to drainage and flooding to be implemented under the Project.

Shiloh Oaks Master Plan Mitigation

DRAINAGE

1. Design and construction of all drainage improvements, including underground drainage conduits, open-channel drainage ways, or any modification of either, shall conform to the Sonoma County Water Agency Flood Control Design Criteria, Town of Windsor Design and Construction Standards, the Town of Windsor Storm Water Management Plan, the State of California General Permit for Storm Water Discharges Associated with Construction Activity, and such other requirements as are established by the Town Engineer.
2. Design and construction of all storm water collection and conveyance facilities and improvements shall be subject to the review and approval of the Town Engineer prior to construction. Existing catchment boundaries shall be preserved to the maximum extent

practical. Diversions of flow between the Pruitt Creek and Airport Creek watersheds determined significant by the Town Engineer shall not be allowed. Prior to placement of fill; or construction of any structures or improvements which could impede or alter storm water flows, within 200 feet of the existing centerline of Pruitt Creek, hydraulic calculations demonstrating the following shall be submitted to and approved by the Town Engineer:

a. For all storm events with recurrence intervals of 100 years or less, calculated water surface elevations over the paved area of Shiloh Road or the southbound Highway 101 on-ramp shall not cumulatively be increased by more than 0.1 feet above those for the same flow rate under hydraulic conditions existing on the date of initial adoption of the Shiloh Oaks Master Plan.

b. For all storm events with recurrence intervals of 100 years or less, calculated water surface elevations along Pruitt Creek anywhere on or upstream of the project site shall not cumulatively be increased more than 0.1 feet above those for the same flow rate under the hydraulic conditions exiting on the date of initial adoption of the Shiloh Oaks Master Plan. Flow values used in all such calculations shall assume full development of the project site and upstream watershed in accordance with the Town of Windsor General Plan as in effect on the date of the initial adoption of the Shiloh Oaks Master Plan.

FLOODING

1. Housing shall not be placed within any 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
2. Design and construction of all storm water collection and conveyance facilities and improvements shall be subject to the review and approval of the Town Engineer prior to construction. Existing catchment boundaries shall be preserved to the maximum extent practical. Diversions of flow between the Pruitt Creek and Airport Creek watersheds determined significant by the Town Engineer shall not be allowed. Prior to placement of fill, or construction of any structures or improvements which could impede or alter storm water flows, within 200 feet of the existing centerline of Pruitt Creek, hydraulic calculations demonstrating the following shall be submitted to and approved by the Town Engineer:
   a. For all storm events with recurrence intervals of 100 years or less, calculated water surface elevations over the paved area of Shiloh Road or the southbound Highway 101 on-ramp shall not cumulatively be increased by more than 0.1 feet above those for the same flow rate under hydraulic conditions existing on the date of initial adoption of the Shiloh Oaks Master Plan.
   b. b. For all storm events with recurrence intervals of 100 years or less, calculated water surface elevations along Pruitt Creek anywhere on or upstream of the project site shall not cumulatively be increased more than 0.1 feet above those for the same flow rate under the hydraulic conditions exiting on the date of initial adoption of the Shiloh Oaks Master Plan. Flow values used in all such calculations shall assume full development of the project site and upstream watershed in accordance with the Town of Windsor General Plan as in effect on the date of the initial adoption of the Shiloh Oaks Master Plan.
3. Improvement Plans shall be reviewed for compliance to Title IX of the Town of Windsor Code ("Flood Damage; Flood Control; Drainage") to the satisfaction of the Building Official and Town Engineer.

The General Plan EIR states that implementation of General Plan goals and policies, in addition to compliance with applicable laws and regulations would ensure less than significant impacts from drainage, erosion, flooding, and polluted runoff from new impervious surfaces. There would be no impact beyond that identified in the previous environmental documentation. Based on the above, impacts related to from drainage, erosion, flooding, and polluted runoff from new impervious surfaces were adequately addressed in the General Plan EIR and with implementation of mitigation from the Shiloh Oaks Master Plan. Impacts are less than significant, and pursuant *CEQA Guidelines* Section 15183, the criteria for requiring further CEQA review are not met.

☑ **ANALYZED IN THE PRIOR EIR**

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

Windsor is not located within a tsunami inundation area and there are no nearby water bodies that would result in a seiche (Department of Conservation 2019). Based on the topography of the Project site and surroundings, there is no risk of mudflow. The northern part of the Project site parcel surrounding Pruitt Creek is designated a Special Flood Hazard Area subject to flooding in a 100-year storm. A portion of the Project site area where development would take place is located in a 500-year flood hazard area (Federal Emergency Management Agency 2021). As stated in the General Plan EIR, development within these areas would be subject to the requirements of the Code of the Town of Windsor, particularly Title IX, Chapter 1 of the Municipal Code which contains floodplain development requirements and restrictions. Compliance with mandatory California Building Code and policies under General Plan Goal PHS-3: Flood Hazards would further reduce risk of pollutant release due to Project inundation. Additionally, compliance with Shiloh Oaks Master Plan mitigation included under impacts c. would be required to reduce flooding impacts. The Project would have no impacts beyond those previously identified in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

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

Water quality in the Town is governed by the North Coast Regional Water Quality Control Board (NCRWQCB), which sets water quality standards in the Water Quality Control Plan for the North Coast Region (Basin Plan). As discussed under *impact a,* the Project would be required to comply with NPDES requirements, and the Town of Windsor Zoning Ordinance which requires an erosion and sediment control plan for construction sites that is equivalent to the required SWPPP. As discussed under *impacts a* and *b* above, the Project would not use groundwater, violate water quality standards, or degrade water quality during construction or operation. Additionally, adherence to state and local policies would further maintain water quality. Given that the Project would be consistent with analysis in the 2040 General Plan EIR, conflicts with a water quality control plan associated with buildout of the Project site have been anticipated by the Town and analyzed in the 2040 General Plan EIR. Therefore, the Project would not interfere with water quality control plans or sustainable groundwater management plans. Thus, there would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Project would have no new significant or substantially more severe or peculiar impacts to hydrological resources and water quality, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

11 Land Use and Planning

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the Project:					
a. Physically divide an established community?	☐	☐	☐	■	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The General Plan EIR addresses land use and planning on pages 221 through 241. The 2040 General Plan EIR analysis finds that existing communities would not be divided, and the 2040 General Plan would be consistent with existing plans, policies, and regulations.

The following describes the analysis included in the 2040 General Plan EIR and also provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

a. Would the Project physically divide an established community?

The Project would be generally limited to the extension of Pruitt Avenue along the western and southern borders of the Project site, and along the re-aligned Airport Creek, exiting the site southward and running within an existing easement to Aviation Boulevard. Development would be limited to the Project site, which is currently mostly vacant with one industrial building, and no linear or other features that could impede access between or within neighborhoods are proposed. The Project would have no impacts beyond those previously identified in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

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

Please refer to *Consistency of the Project with Adopted Town Plans and Ordinances*. As stated therein, the proposed Project is generally consistent with the 2040 General Plan, Windsor Zoning Code, and Town of Windsor Shiloh Oaks Master Plan.

The 2040 General Plan seeks to preserve resource areas, encourage and support rural and agricultural uses outside the Urban Growth Boundary, and establish a well-defined community edge. The Project site is located in the southern portion of the Town of Windsor near the Urban Growth Boundary. The General Plan EIR also analyzes non-residential uses and states that land uses are anticipated to generate 2,860 new jobs in the Town by the year 2040 in the service, industrial, retail, and office divisions. The 160 jobs that would be facilitated by development of the Project would not exceed job generation anticipated by the General Plan EIR.

Goal LU-5 encourages a robust industrial base that provides jobs for local residents, increases the tax base, and is designed and operated in a way that is compatible with surrounding uses. The project is consistent with the growth analyzed in the 2040 General Plan EIR and, as shown in Table 8, would not conflict with policies adopted for the purpose of avoiding or mitigating environmental effects.

Table 8 Consistency with Relevant General Plan Policies

General Plan Policy	Consistency with Policy
LU-1.10 Create Visual Interest. The Town shall encourage building design and architecture that create visual interest and engaging spaces along streets, maintain an attractive environment, and promote informal surveillance of public spaces by building occupants. Whenever possible, building fronts should not be dominated by garage doors, vehicle parking areas, or blank walls.	**Consistent.** The design of the twin buildings fronting Highway 101 would comply with the Design Standards established for the Master Plan "101 Interface Zone" and would be consistent with the Town of Windsor's rural "wine country" architectural style.
LU-1.11 Regional Design Standards. The Town shall encourage building design and architecture that conveys purpose, time and place; responds to Windsor's climate; conserves energy; and uses durable materials.	**Consistent.** The Project would be required to comply with current CalGreen standards to ensure energy efficient design. As described under General Plan Consistency Checklist Section 10 *Project Approvals,* the Project would be required to undergo Site Plan and Design Review to ensure consistency with design and building standards.
PFS-9.18 Access to Public Waterways and Wetlands. The Town shall encourage public access to stretches of publicly owned creeks as well as privately-owned wetlands, where appropriate and consistent with sound resource management practices. Such access should include walking and biking trails and interpretive markers wherever possible.	**Consistent**. The drive aisle is designed to avoid several isolated wetlands.
ER-5.4 Encourage Development Patterns that Reduce Greenhouse Gas Emissions. The Town shall strive to reduce greenhouse gas emissions by encouraging compact, mixed-use, pedestrian/bicycle friendly, transit-oriented development that reduces vehicle miles traveled (VMT); promoting energy efficient building enhancements, construction practices, design, and site planning; improving the job-to-housing ratio; and other methods of reducing greenhouse gas emissions while maintaining a balance of housing types.	**Consistent.** The Project would include energy efficient building enhancements compliant with CalGreen, in addition to installing conduit for future electric vehicle charging stations, clean air/van pool parking, and bicycle parking beyond what is required. The Project would generate approximately 160 new jobs which would improve the job to housing ratio in the Town of Windsor.

General Plan Policy	Consistency with Policy
ER-5.9 Energy Conservation through Land Use. The Town shall promote the creation of a land use pattern that reduces operational energy requirements, especially for transportation purposes, by: ▪ Avoiding land use configurations and siting decisions that result in multi-purpose trips. ▪ Promoting land use patterns that may be easily served by local transit and linked with regional transit. ▪ Promoting land use patterns that provide employment opportunities for Windsor Residents	**Consistent.** There are four bus stops within one half mile of the Project site. The Project would also include 52 bicycle parking spots, a pedestrian walkway, and would generate approximately 160 new jobs which would provide employment opportunities for Windsor residents.
ER-9.2 Development Guidelines along Scenic Corridors. The Town shall ensure that development proposals along scenic corridors do not detract from public viewpoints, are protected, and are harmonious and subordinate to the natural features that comprise the scenic viewshed. The Town shall require developers include components of project design that shall be considered in making this assessment include building height, massing, orientation, color, building materials, rooftop appurtenances, storage areas, signage, lighting, and low-water landscaping. The purpose of detailed development review along these corridors is to ensure that development within the viewshed preserves and enhances attractive natural and man-made vistas.	**Consistent.** The Project would be partially screened from views along Highway 101 by vegetation in the 140-foot-wide conservation easement. The proposed buildings would be designed to help screen views of existing industrial development to the west of the site.
ER-9.4 Development Guidelines along Scenic U.S. Highway 101. The Town shall require development along the scenic U.S. Highway 101 corridor to provide space for landscaping and avoid a monotonous visual barrier that conflicts with the objective of providing visual access to the distant hillsides and ridgelines.	**Consistent.** The Project is adjacent to Highway 101 which is a Town-designated scenic corridor. An existing open space easement (1997-0096276) managed by the Sonoma Land Trust and County of Sonoma would separate the proposed buildings from Highway 101. Existing trees and vegetation within the easement would remain.
PHS-3.6 Appropriate Development in the Flood Hazard Areas. The Town shall use the FEMA Flood Insurance Rate maps as the defining minimum acceptable level of risk. Structural development within a Special Flood Hazard Area (SFHA) would only be permitted if the property owner/developer demonstrated with substantial evidence that the areas proposed for buildings do not encroach into the floodplain, that there are no practicable alternatives and that effective mitigation measures have been incorporated to minimize potential public safety risk and to not increase the size of the SFHA	**Consistent.** As discussed in Section 9, *Hazards and Hazardous Materials*, portions of the Project site are located in a designated Special Flood Hazard. As stated in the General Plan EIR, development within these areas would be subject to the requirements of the Code of the Town of Windsor, particularly Title IX, Chapter 1 of the Municipal Code which contains floodplain development requirements and restrictions. Compliance with mandatory California Building Code and policies under General Plan Goal PHS-3: Flood Hazards would further reduce safety risks.

Source: Windsor 2040 General Plan

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Project would not divide an established community and is consistent with the land use policies of the 2040 General Plan and would have no new significant or substantially more severe or peculiar impacts to land use and planning, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a

result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

12 Mineral Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the Project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■	☐
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The General Plan EIR analyzes mineral resources on page 345 and finds that no impacts would occur.

The following describes the analysis included in the 2040 General Plan EIR and also provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

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

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

As discussed in the 2040 General Plan EIR there are no significant mineral resource deposits identified within the Town of Windsor. Therefore, the Project would have no impact on mineral resources.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Project would not develop areas not analyzed previously in the 2040 General Plan EIR. The Project would have no new significant or substantially more severe or peculiar impacts to mineral resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

13 Noise

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in:					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The 2040 General Plan EIR found operational noise impacts to be less than significant. Impacts from construction noise and vibration were found to be less than significant with implementation of the following mitigation measures:

N-1 Construction Noise Control Measures

The following noise control measures shall be included as standard conditions of approval for projects involving construction:

1. Properly muffle and maintain all construction equipment powered by internal combustion engines.
2. Prohibit unnecessary idling of combustion engines.
3. Locate all stationary noise-generating construction equipment such as air compressors as far as practical from existing nearby residences and other noise-sensitive land uses. Such equipment shall also be acoustically shielded.
4. Select quiet construction equipment, particularly air compressors, whenever possible. Fit motorized equipment with proper mufflers in good working order.
5. Residences adjacent to project sites shall be notified in advance by writing of the proposed construction schedule before construction activities commence.
6. The project applicant shall designate a "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of any noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator shall be posted at the construction site.

N-2 Construction Vibration Control Measures

The following measures to minimize exposure to construction vibration shall be included as standard conditions of approval for applicable projects involving construction:

1. Avoid the use of vibratory rollers within 50 feet of fragile buildings, which are buildings that are susceptible to damage from vibration.
2. Schedule construction activities with the highest potential to produce vibration to hours with the least potential to affect nearby institutional, educational, and office uses that the Federal Transit Administration identifies as sensitive to daytime vibration (FTA 2006).
3. Notify neighbors of scheduled construction activities that would generate vibration.

The following describes the analysis included in the 2040 General Plan EIR and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

a. Would the project result in 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?

Construction Noise

The Town of Windsor Municipal Code does not have quantified noise standards for temporary construction work. However, the Federal Transit Administration (FTA) has developed guidance for determining if construction of a project would expose sensitive receptors to significant noise levels. For the purposes of this analysis, the project would result in a substantial temporary increase in noise levels if project-generated construction noise exceeds 80 A-weighted decibels (dBA) equivalent noise level (L_{eq}) at the nearest residences or school (FTA 2018). Section 7-1-1018 of the Town of Windsor Municipal Code restricts the timing of construction activities to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 7:00 p.m. on Saturday.

Construction noise from the Project would temporarily increase ambient noise levels at the adjacent Sonoma Day Country School to the south. Construction activities including demolition, site preparation, grading, building construction and paving were modeled using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1. The Project would not involve the operation of a pile driver. Table 9 shows the estimated construction noise levels from the center of the construction site to the nearest noise sensitive receptor.

As shown in Table 9, noise levels could reach as high as 65 dBA L_{eq} at the Sonoma Country Day School. This would not exceed the significance threshold of 80 dBA L_{eq}. Noise levels would be less at residences to the east across US Highway 101 at a distance of over 1,000 feet. Impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

Table 9 Typical Noise Levels for Construction Equipment

	L_{eq} dBA	
Construction Activity Phase	**RCNM Reference Noise Level**	**Sonoma Country Day School to the south (670 feet)**
Demolition	83	61
Site Preparation	86	64
Grading	83	61
Building Construction	87	65
Paving	85	63

Notes: Calculations performed with the FHWA's RCNM software are included in Appendix F.
dBA = A-weighted decibels, L_{eq} = equivalent noise level
Source: FHWA 2006

Operational Noise

On-Site Stationary Operational Noise

Shown in Table 10, the primary on-site operational noise sources from the Project would be from rooftop-mounted HVAC equipment, three ground-level natural gas-powered, 750 kW generators, and 27 loading docks. Rooftop-mounted HVAC equipment (Carrier Comfort 25HCE460AP03 as

indicated by the applicant), has a sound power level of 69 dBA, which is equivalent to a sound pressure level of 61 dBA at 3 feet. HVAC would be located as close as 160 feet from the Sonoma Country Day School. The three 750 kW generators would be located on the west side of each proposed project building at a distance of approximately 700 feet, 790 feet and 1,335 feet, from the Sonoma Country Day School, respectively. The sound level from a 750kW generator is approximately 95 dBA at 23 feet. The center of each of the three loading dock areas would be located approximately 445 feet, 520 feet and 1,000 feet, respectively, from the Sonoma Country Day School south of the Project site. Noise levels from loading docks is approximately 40 dBA L_{eq} at 50 feet (Placeworks 2012), shown in Appendix F. Additionally, the Project would include a solid masonry wall along the portion of the southern property line that is shared with the Sonoma Country Day School, as required by the Shiloh Oaks Master Plan. This wall and associated noise reductions were not accounted for in the noise estimates, and therefore, the noise levels projected are a conservative estimate.

The Town of Windsor General Plan (Windsor 2018) does not specify an exterior noise limit for school uses. Therefore, under the CALGreen performance method for non-residential uses, a proposed Project must demonstrate that interior noise levels do not exceed 50 dBA L_{eq}. While this criterion is intended for use during the design build portion of a new project and not necessarily for the effect of project construction on sensitive receptors, an interior noise threshold of 50 dBA L_{eq} is reasonable to use to assess the potential impact to the Sonoma County Day School's learning environment. This interior noise threshold is also comparable to USEPA recommended limits for potential speech interference of 45 – 60 dBA (US EPA 1974). A building's exterior-to-interior noise transmission loss is typically 25 – 30 dBA with windows closed and 15 dBA with windows open. Therefore, exterior noise levels of 65 dBA L_{eq} or less would ensure that interior classroom noise levels do not exceed the 50 dBA L_{eq} noise standard. The nearest school receptors are classrooms located just south of the Project site's southern boundary. Shown in Table 10, at that distance, noise from operational sources would attenuate to less than 65 dBA L_{eq}. Interior classroom noise levels are, therefore, estimated to be 35 dBA L_{eq} which is less than 50 dBA L_{eq}.

Operational noise levels at noise-sensitive receptors located at distances further away, including residential sources approximately 1,720 feet to the east, across the US Highway 101 from the project site, would dissipate to noise levels well below the nighttime threshold of 50 dBA. Therefore, impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

Table 10 Estimated Operational Noise Levels

Noise Source	Noise Level at Sonoma County Day School to the South (dBA)
On-site Noise Sources	
HVAC Unit[1]	27
Generators[2]	50
Loading Docks[3]	31
Combined Noise Level	**50**
Threshold of Significance[4]	65
Threshold Exceeded?	**No**

dBA = A-weighted sound-pressure level
[1] Noise generated by the HVAC unit includes a 10 dBA reduction to account for the setback from the edge of the roof and parapet wall.
[2] Noise generated by the natural gas-powered generator include a 15 dBA reduction to account for the two proposed 40-foot-tall buildings separating the closest generator to the Sonoma Country Day School.
[3] Combined noise levels from each building loading dock area as measured from the center of each loading dock area. A 15 dBA reduction was applied to loading dock areas for Building 1 and Building 3. No attenuation was applied to loading dock area for Building 2 as it has direct line-of-sight to the Sonoma Country Day School.
[4] Exterior Noise limit based on CALGreen non-residential interior noise limit of 50 dBA plus an exterior wall with windows-open addition of 15 dBA = 65 dBA exterior noise limit.
Source: See Appendix F for operational noise calculations and barrier calculations.

Off-Site Traffic Noise

Per General Plan Policy PHS-8.1, the Project would have a significant traffic noise impact if ambient noise levels increased by more than 5 dBA. The Project would generate new vehicle trips that would increase noise levels on nearby roadways. According to Caltrans, the annual average daily traffic (AADT) on US Highway 101 at Shiloh Road is approximately 66,000 average daily vehicles (Caltrans 2023). Of those vehicles, 62,086 are automobiles, 2,165 are medium-duty trucks and 1,749 are heavy-duty trucks. The Sonoma County Day School is approximately 585 feet from the nearest US Highway 101 travel lane centerline. Based on traffic noise modeling in the FHWA RD-77-108 traffic noise prediction model, the existing ambient noise level at the Sonoma Country Day School is estimated to be 67 dBA CNEL. The Project is anticipated to generate 1,738 new daily vehicle trips (GHD 2023). Of those trips, the Project is expected to generate 1,460 automobile trips, 122 Medium-Duty truck trips and 156 Heavy-Duty truck trips per day. A conservative estimate assumed that all automobile trips and 25 percent of all truck traffic would use the proposed southern extension between the Project site and Aviation Boulevard. Based on these assumptions input to the FHWA RD-77-108 traffic noise prediction model, the Project would generate approximately 1,460 automobile trips, 31 Medium-duty truck trips and 39 Heavy-Duty truck trips using the proposed extension and Project traffic noise would be up to 63 dBA CNEL at the Sonoma County Day School. The combined traffic noise level from US Highway 101 and the proposed road extension from the Project site to Aviation Boulevard would be up to 69 dBA CNEL. Therefore, the applicable threshold of a 5 dBA increase above the existing ambient noise level of 67 dBA CNEL would not be exceeded. Project traffic noise impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The proposed Project would not include substantial vibration sources associated with operation. Therefore, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers. The greatest vibratory source during construction within the Project vicinity would be from a vibratory roller. Neither blasting nor pile driving would be required for construction of the proposed Project. Table 11 shows typical vibration levels for various pieces of construction equipment that will be used during Project construction.

The 2040 General Plan EIR used vibration criteria from the FTA for determining if construction of a Project would expose sensitive receptors to significant vibration levels. The Project would result in a substantial temporary increase in groundborne vibration if Project-generated construction noise exceeds 75 vibration decibels (VdB) at the nearest sensitive building at the Sonoma County Day School (FTA 2018).

Table 11 Construction Vibration Levels

	Approximate Vibration Level (VdB)	
Equipment	**Reference Level 25 feet**	**Sonoma County Day School to the South (670 feet)**
Vibratory Roller	94	51
Large Bulldozer	87	44
Loaded Truck	86	43
Small Bulldozer	58	15
Threshold of Significance[1]		75
Threshold Exceeded?		**No**

Source: FTA 2018

1.FTA criteria 75 VdB for institutional land uses like schools, churches or offices with primary daytime use.

VdB = Vibration decibels

As shown in Table 11, a vibratory roller would create approximately 94 vibration decibels (VdB) at a distance of 25 feet (FTA 2018). This would attenuate to a level of 51 VdB from the center of the project site at a distance of 670 feet to the school, which would not exceed the vibration threshold of 75 VdB for institutional land uses like schools, churches or offices with primary daytime use.

Therefore, temporary impacts associated with construction vibration would not be more severe than those analyzed in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

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?

The Sonoma County Airport is located approximately 0.9 miles to the west. As shown in Figure PHS-6, 2030 Projected Noise Contours, in the 2040 General Plan, the Project is located outside of the Sonoma County Airport noise contours (Windsor 2018). Therefore, no substantial noise exposure

from airport noise would occur, and the Project would not be more severe than those analyzed in the 2040 General Plan EIR.

☑ **NO IMPACT**

Conclusion

Construction noise would generate noise levels of up to 65 dBA L_{eq} at the nearby Sonoma County Day School, which would not exceed the FTA construction noise threshold of 80 dBA L_{eq}. In addition, construction would be limited to hours allowed by the Town's Municipal Code. Impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

The Project would introduce sources of operational noise to the site, including mechanical equipment (HVAC, generators and loading dock noise). The Sonoma County Day School to the south would be exposed to a combined noise level of 50 dBA from HVAC equipment, generators and loading docks, which would not exceed the exterior noise standard of 665 dBA for school uses. Therefore, impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

The traffic noise from US Highway 101 attenuates to approximately 67 dBA CNEL at the Sonoma County Day School. Noise levels generated by the road extension from Pruitt Avenue to Aviation Boulevard would be 63 dBA CNEL at the Sonoma County Day School. Combined, traffic noise levels would be 69 dBA CNEL. Therefore, the applicable threshold of 5 dBA increase above ambient noise levels would not be exceeded, and Project traffic noise impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

Operation of the Project would not include any substantial vibration sources. Groundborne vibration from construction activities would not exceed the applicable vibration thresholds. Therefore, vibration impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

The Project is not located within the noise contours of any airport. Therefore, the proposed Project would not expose people working in the Project area to excessive aircraft overflight noise levels and impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

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14 Population and Housing

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the Project:					
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The 2040 General Plan EIR discusses population and housing impacts on pages 263 through 272. The 2040 General Plan EIR accounts for a population of 31,749 people at full buildout of the 2040 General Plan.

The following describes the analysis included in the 2040 General Plan EIR and also provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

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

The 2040 General Plan includes goals, policies, and principles regarding orderly and efficient urban growth, efficient land use pattern, and maintaining the growth control ordinance to accommodate

new development. The Project would not directly increase the population since it does not include the construction of new housing, however, it is anticipated to create 160 new jobs consistent with the 2040 General Plan buildout. In addition, Policy LU-8.2 exempts commercial and industrial development from the annual growth control allocations given the desirability of developing the Town's economic base and providing jobs for Windsor's residents. Accordingly, the Project would not induce substantial population growth directly or indirectly because the Project is part of planned growth in the region. Population growth of the Project would not be more than that analyzed in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

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

The Project site is mostly vacant and does not contain any existing residences. Therefore, construction and development of the site would not displace people or residences. The Project would have no impact related to displacement of housing or people.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Project would not involve development in areas not analyzed previously in the 2040 General Plan EIR, nor would it result in impacts to population and housing not covered in the 2040 General Plan EIR or subsequent environmental review documents. The Project would have no new significant or substantially more severe or peculiar impacts concerning population and housing, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

15 Public Services

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
1 Fire protection?	☐	☐	☐	■	☐
2 Police protection?	☐	☐	☐	■	☐
3 Schools?	☐	☐	☐	■	☐
4 Parks?	☐	☐	☐	■	☐
5 Other public facilities?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The 2040 General Plan EIR discusses population and housing impacts on pages 273 through 284 and concluded that with adherence to General Plan goals and policies, impacts to public services would be less than significant.

The following describes the analysis included in the 2040 General Plan EIR and also provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site

impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

a.1. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The 2040 General Plan includes goals and policies to provide required public facilities and services in the Town of Windsor. Goal PFS-1 ensures the provision of adequate and efficient facilities and services that maintain service levels, are adequately funded, accessible, reliable, and strategically allocated. Goal PFS-7 is to provide high quality fire and emergency response to prevent the loss of life, injury, and property. Policies PFS-7.3 (Interagency Coordination), PFS-7.5 (Fire Prevention), and PFS-7.6 (Emergency Response Coordination), support cooperation with regional agencies that reduce the need for the Town to provide additional fire protection and emergency response facilities. In addition, Policy PFS-7.8 (Emergency Center Siting) intends to ensure critical facilities such as fire, police, and emergency response facilities are not sited in areas subject to ground rupture and severe groundshaking from earthquakes, and flooding during a 100-year storm, reducing potential impacts from construction of new facilities.

The Project would not include residential development and would not directly increase population in the Town of Windsor. The Project would create approximately 160 employment opportunities. New employment opportunities facilitated by development of the Project would be fulfilled by residents already residing in the local community and would not increase the local population since relocation would not be required.

The industrial activities at the Project site may increase the demand for fire protection services. However, the Project is consistent with 2040 General Plan land use and zoning designations and would not exceed growth anticipated in the 2040 General Plan. Therefore, the Project would not require the expansion of fire protection facilities beyond what is planned for in the 2040 General Plan and no further analysis is needed.

☑ **ANALYZED IN THE PRIOR EIR**

a.2. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Project would not include residential development and would not directly increase population in the Town of Windsor. The Project would create approximately 160 employment opportunities. New employment opportunities facilitated by development of the Project would be fulfilled by residents already residing in the local community and would not increase the local population since relocation would not be required.

Development of the Project may increase the demand for police services near the Project site. However, the Project is consistent with 2040 General Plan land use and zoning designations and would not exceed growth analyzed in the 2040 General Plan EIR.

The 2040 General Plan includes goals to provide required public facilities and services in the Town of Windsor. Goal PFS-6 is to provide high quality public safety services to ensure a safe community for all in Windsor. Policy PFS-6.1 (Staffing Benchmark) strives to ensure law enforcement operations are expanded as the Town's population increases by establishing benchmark standards. Policy PFS-7.8 (Emergency Center Siting) intends to ensure critical facilities such as fire, police, and emergency response facilities are not sited in areas subject to ground rupture and severe groundshaking from earthquakes, and flooding during a 100-year storm, reducing potential impacts from construction of new facilities. Therefore, the Project would not require the expansion of police facilities beyond what is planned for in the 2040 General Plan and no further analysis is needed.

☑ **ANALYZED IN THE PRIOR EIR**

a.3. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The Project would not include residential development and would not directly increase population in the Town of Windsor. New employment opportunities facilitated by development of the Project would be fulfilled by residents already residing in the local community and would not increase the local population since relocation would not be required.

Goals and policies in the Public Facilities and Services Element of the 2040 General Plan support the continued partnership between the Town and the Windsor Unified School District (WUSD) including the development of new schools and the replacement of the existing Windsor Regional Library with a facility suited to meet projected growth. Goal PFS-10 is to provide Windsor with distinguished schools, programs, and learning opportunities.

The Project is consistent with 2040 General Plan land use and zoning designations and would not exceed growth analyzed in the 2040 General Plan EIR. Therefore, the Project would not require the expansion of schools beyond what is planned for in the 2040 General Plan and no further analysis is needed.

☑ **ANALYZED IN THE PRIOR EIR**

a.4. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Employees at the Project site may increase the use of nearby parks and recreational facilities. However, the Project includes an existing open space easement. Employment generated by the Project would not exceed new employment projected in the 2040 General Plan and would not require the expansion of parks or recreational facilities beyond what is planned for in the 2040 General Plan and no further analysis is needed.

☑ **ANALYZED IN THE PRIOR EIR**

a.5. Would the Project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Project would not include residential development and would not directly increase population in the Town of Windsor. New employment opportunities facilitated by development of the Project would be fulfilled by residents already residing in the local community and would not increase the local population since relocation would not be required.

The Project is consistent with 2040 General Plan land use and zoning designations and would not exceed growth analyzed in the 2040 General Plan EIR. Therefore, the Project would not require the expansion of new or altered public facilities beyond what is planned for in the 2040 General Plan and no further analysis is needed.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

Project impacts would be similar to those identified in the General Plan EIR and would be less than significant. The Project would have no new significant or substantially more severe or peculiar impacts concerning public services, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

16 Recreation

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■	☐
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts related to recreational facilities were analyzed on pages 345 and 346 of the General Plan EIR and the Plan was determined to have no impact.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

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

The Project would not facilitate residential development and would not directly increase the population in the Town of Windsor. The Project would create approximately 160 employment

opportunities and employees at the Project site may increase the use of nearby parks and recreational facilities. However, the Project picnic areas that could be utilized by employees at the Project site. The Project is consistent with 2040 General Plan Policy LU-5.4 (Well-Designed Industrial Parks) which states that the Town shall promote business or industrial "parks" that exhibit a well-designed integration of different industrial uses; a high-quality appearance; and minimal impacts on surrounding land uses a Employment generated by the Project would not exceed new employment projected in the 2040 General Plan and would not require the expansion of parks or recreational facilities beyond what is planned for in the 2040 General Plan.

☑ **ANALYZED IN THE PRIOR EIR**

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?

The Project includes an existing open space easement and several small picnic areas that could be utilized for recreation by employees at the Project site. The Project is consistent with 2040 General Plan Policy LU-5.4 (Well-Designed Industrial Parks) which states that the Town shall promote business or industrial "parks" that exhibit a well-designed integration of different industrial uses; a high-quality appearance; and minimal impacts on surrounding land uses.

The 2040 General Plan does not include any specific projects to construct new recreational facilities, therefore the Project would not require the expansion of recreational facilities beyond what is planned for in the 2040 General Plan and no further analysis is needed.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

Project impacts would be similar to those identified in the General Plan EIR and would be less than significant. The Project would have no new significant or substantially more severe or peculiar impacts concerning recreational resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

17 Transportation

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	■	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The 2040 General Plan EIR discusses transportation and traffic impacts on pages 285 through 321. Impacts related to level of service (LOS) and traffic congestion were found to be significant and mitigable with implementation of Mitigation Measure T-1. Impacts related to air traffic patterns, emergency access, and transit, bicycle, and pedestrian safety were found to be less than significant with adherence to General Plan goals and policies. Lastly, impacts related to traffic hazards due to queuing would be significant and unavoidable at several intersections even with Mitigation Measure T-2.

The following describes the analysis included in the 2040 General Plan EIR and also provides a streamlined review to determine whether there would be Project-specific impacts that are either 1) peculiar to the Project or the parcel on which the Project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site

impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

The 2040 General Plan EIR was prepared prior to adoption of the final CEQA guidelines that would change the metric of transportation analyses under CEQA from LOS to VMT. LOS, a measure of traffic congestion, was replaced as the metric of transportation analyses by VMT pursuant to Senate Bill 743. Consistent with CEQA Guidelines Section 15064.3, subdivision (b), the analysis below evaluates impacts to transportation in terms of VMT. As such, Mitigation Measure T-1 and T-2 related to LOS and queuing from traffic would not be implemented for the Project.

Project-specific impacts were determined by GHD (September 2023). The full Traffic Impact Study (TIS), including all regulatory framework and impact analysis, can be found attached as Appendix G. Project site plans have been slightly modified since preparation of the TIS; however, such modifications would not impact or reduce traffic impacts identified in the TIS.

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

The Project was analyzed for consistency with applicable regional and local transportation programs, plans, ordinances and policies that were summarized in the Regulatory Framework section of the TIS (Appendix G). Conflicts with adopted LOS standards would not be considered significant under CEQA, as explained above.

The Project is not anticipated to conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would construct the required extension of Pruitt Avenue from the current termination point east of Caletti Avenue through the site and south to connect to Aviation Blvd consistent with the Town's street network plan and Shiloh Oaks Master Plan.

The Project would not conflict with the Town's adopted General Plan Transportation & Mobility Element or Bicycle Master Plan. Similarly, the project would not conflict with any adopted transit plan or relevant ordinances and policies addressing circulation. This impact is less than significant. Therefore, impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

VMT for the Project was evaluated according to the guidance provided by the Town of Windsor (Windsor Draft VMT Policy dated February 11, 2022), consistent with the Technical Advisory on Evaluating Transportation Impacts in CEQA published by the California Governor's Office of Planning Research (OPR) in December 2018 (referred to as the "Technical Advisory"). Although the Technical Advisory provides no guidance on industrial land use types, OPR staff has acknowledged that industrial uses differ from other types of employment functions, and offered the opinion that jurisdictions looking to establish significance thresholds for industrial employment uses may benefit from reviewing the thresholds set by San Jose and other jurisdictions. The thresholds set by the City of San Jose and Sacramento County for industrial uses are equal to the regional average VMT per employee, rather than the 15 percent below regional average. The Town of Windsor has

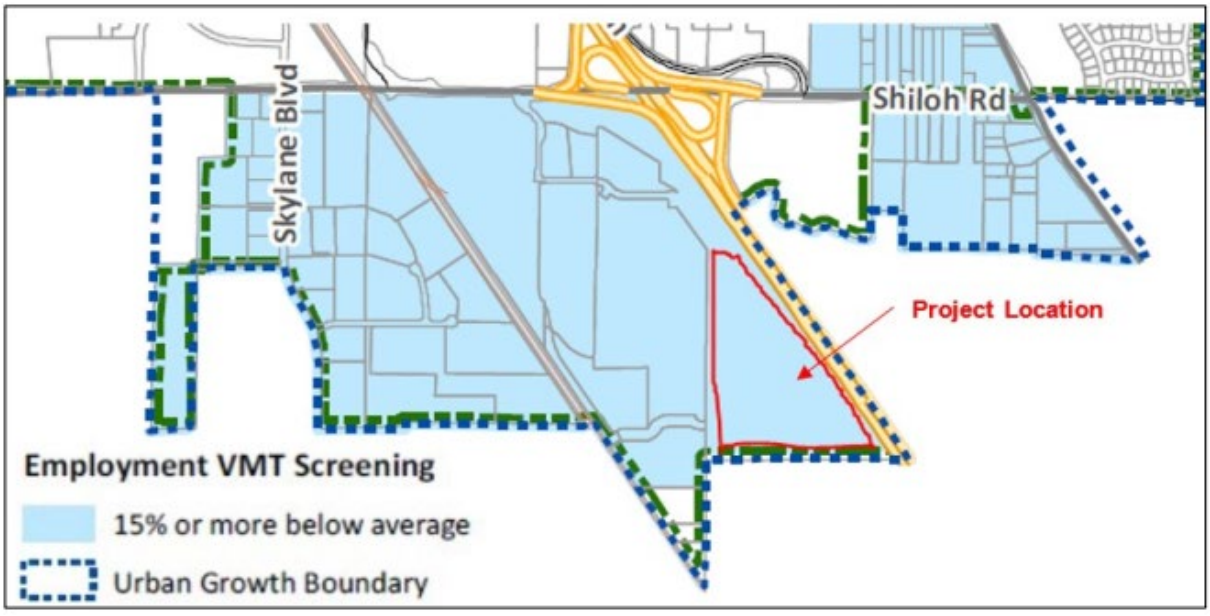
determined this threshold is also appropriate for their jurisdiction, as it "is consistent with achieving an overall reduction in regional VMT, as it recognizes that industrial uses, which are relatively lower total VMT generating uses, are most appropriate in areas that have a lower potential to reduce VMT because it results in more available land within areas with a high potential to achieve VMT reductions available for more dense development" (Sacramento County). Based on Windsor's VMT guidance, "the countywide average home-based VMT per employee metric available from the Sonoma County Transportation Authority model, shall be applied to industrial land use projects in Windsor." The countywide average homebased VMT per employee is 12.39, as documented in the Town's VMT guidance.

CEQA allows for the use of screening thresholds or criteria to identify certain types of projects that can be expected to cause a less-than-significant impact without needing to conduct a detailed analysis (CEQA Guidelines sections 15063(c)(3)(C), 15128, and the environmental checklist included in CEQA Appendix G). Six VMT screening criteria for land use projects have been identified by the Town of Windsor, including map-based screening for low-VMT areas of employment-based VMT, which applies to industrial uses.

Figure 5 presents the Employment VMT Screening map and the Project site. As shown, the Project site is in an area where the VMT per employee is 15 percent or more below the regional average (low-VMT area). Therefore, the project is considered screened out from a VMT analysis and presumed to have a less than significant impact on VMT.

The proposed Project qualifies for the employment map-based screening and is located in a low-VMT area based on the screening maps presented in the Town of Windsor's VMT Policy. Since the significance threshold for industrial uses is set equal to the countywide average of home-based VMT per employee, and the Project is in an area with 15 percent or more below the countywide average VMT per employee, the Project meets the screening criteria and is well under the significance threshold. GHD has also confirmed with the Town of Windsor that the screening map is the latest version, and that the project use qualifies for the employment screening map. Therefore, the project has a less than significant impact on VMT.

Figure 5 Employment VMT Screening of Project Site



☑ **LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

To determine increased transportation hazards, GHD reviewed collision data near the Project site. Reported collision data for the 5-year period from January 1, 2018 to December 31, 2022 was reviewed at the following study intersections near the project site:

1. Shiloh Rd & Skylane Blvd/Golf Course Dr
2. Shiloh Rd & Conde Ln
3. Shiloh Rd & Caletti Ave
4. Shiloh Rd & US 101 Southbound Off-ramp
5. Shiloh Rd & US 101 Northbound Off-ramp
6. Caletti Ave & Pruitt Ave
7. Airport Blvd & Concourse Blvd
8. Airport Blvd & Aviation Blvd

As discussed and shown on Table 2.1 in the TIS, the rate of collisions was lower than the statewide average at all study intersections. There was one reported collision involving a pedestrian and one collision involving a bicyclist over the five-year period, both collisions occurred at the US 101 and Shiloh Road interchange. Based on this review of collision data: no significant safety issues are identified.

The Project would include pedestrian improvements to reduce safety hazards. The Project would provide sidewalks on both sides of the Pruitt Avenue extension from Caletti Avenue through the Project site, and on the east side of the Pruitt Avenue extension from the Project site to Aviation Boulevard. The proposed pedestrian facilities would improve pedestrian connectivity in the area by providing a pedestrian connection from Shiloh Road to Aviation Boulevard and Airport Boulevard that does not currently exist. The new sidewalks are not expected to result in increased hazards. Direct pedestrian and bicycle access to the site would be provided from Pruitt Avenue.

Direct motor vehicle access to the Project site would be provided via Pruitt Avenue, which would be constructed with curbs in addition to the provision of sidewalks described above. The Pruitt Avenue extension would provide one travel lane in each direction from Caletti Avenue to Aviation Blvd. The future Pruitt Avenue extension would include nine driveways to the Project site, which would allow for safe ingress and egress to the Project through adequate driveway spacing (at least 50 feet between driveways), sufficient visibility around curves, proper angles with Pruitt Avenue, and turning restrictions.

Given Project design features, impacts would be less than significant. Therefore, impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

d. Would the project result in inadequate emergency access?

Emergency vehicles would have access to the Project site from the north using Shiloh Road, Caletti Avenue, and Pruitt Avenue. Emergency vehicles would have access to the Project site from the south using Airport Boulevard, Aviation Boulevard, and the proposed Pruitt Avenue extension.

Direct access into the site from Pruitt Avenue for emergency vehicles is provided by five site driveways. The Project is not anticipated to result in inadequate emergency access. This impact is less than significant and no mitigation is required. Therefore, impacts would not be more severe than those analyzed in the 2040 General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

Project impacts would be similar to those identified in the General Plan EIR and would be less than significant. The Project would have no new significant or substantially more severe or peculiar impacts concerning recreational resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

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18 Tribal Cultural Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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	☐	☐	☐	■	☐
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts to tribal cultural resources were analyzed on pages 339 through 343 of the General Plan EIR. Impacts related to tribal cultural resources were found to be significant but mitigable. Mitigation Measures CR-1, CR-2, and CR-4, included in the 2040 General Plan EIR, are reproduced in Section 5, *Cultural Resources*.

Project-Specific Impacts

a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?

b. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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?

Tribal consultation was initiated by Solano Archaeological Services, LLC for the project Cultural Resources Inventory and Evaluation Report with outreach to a total of 10 tribes by mail on February 11, 2022, and phone on February 18, 2022. Tribal consultation requests were sent to (1) Cloverdale Rancheria of Pomo Indians, (2) Dry Creek Rancheria of Pomo Indians, (3) Federated Indians of Graton Rancheria, (4) Guidiville Indian Rancheria, (5) Lytton Rancheria, (6) Middletown Rancheria, (7) Middletown Rancheria Band of Pomo Indians, (8) Mishewal-Wappo Tribe of Alexander Valley, (9) Pinoleville Pomo Nation, (10) Robinson Rancheria of Pomo Indians. A follow up was conducted to each of the tribal contacts by email on February 28, 2022, and by mail on June 3rd, 2022. At the time the Cultural Resources Inventory and Evaluation Report was completed no responses had been received.

The General Plan EIR conducted Assembly Bill (AB) 52 and Senate Bill (SB) 18 consultation with Native American tribes and incorporated the results of consultation into the EIR. No tribal cultural resources were specifically identified during this process. General Plan goals and policies in the Environmental Resources Element, including Goal ER-7, Policy ER-7.3, Policy ER-7.4, and Policy ER-7.6 were determined to be sufficient to reduce potential impacts to tribal cultural resources to less than significant, in combination with mitigation measures provided in Section 4.5, *Cultural Resources*, of the General Plan EIR (Mitigation Measures CR-1, CR-2, and CR-4). The Project would result in no impacts beyond those previously identified in the prior environmental documents.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

Impacts of the Project would be similar to those identified in the General Plan EIR and would be less than significant. The Project would have no new significant or substantially more severe or peculiar impacts concerning tribal cultural resources, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. There are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

19 Utilities and Service Systems

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

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

Impacts to utilities and service systems were analyzed on pages 323 through 337 and 353 through 354 of the 2040 General Plan EIR. Impacts related to water, wastewater treatment, solid waste, and stormwater drainage facilities were found to be less than significant.

Project-Specific Impacts

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

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

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

Water Supply

The General Plan EIR states that the Town has enough water supply capacity to meet current demands, as well as demands during normal water years through 2040. Implementation of the General Plan policies and Urban Water Management Plan ensure timely provision of public facility and municipal utility improvements, support conservation practices that reduce water use, give high priority to funding for the rehabilitation or replacement of critical infrastructure, ensure adequate water supply and infrastructure is in place, and support the maintenance, implementation, and updating the Water Master Plan to ensure the reliability and efficiency of the Town's water

distribution system and maintaining of the Urban Water Management Plan to adequately estimate projected water demands. The Project is consistent with the General Plan land use designation for the site, and the additional employment growth facilitated by the proposed industrial buildings constructed under the Project is included in and consistent with the growth forecasts of the General Plan. Therefore, water demand resulting from the Project was adequately evaluated in the General Plan EIR. With implementation of General Plan policies PFS-1.1, 1.2, 1.5, 1.7 and PFS-2.1 through PFS-2.9, encouraging municipal utility improvements, sustainable practices, and water conservation efforts, sufficient water supplies would be available for the Project demand, and the Project would not result in impacts beyond those identified in the General Plan EIR.

Wastewater

The Project would increase the employment and industrial space of Windsor. However, the Project is consistent with the General Plan land use designation for the site, and the population growth facilitated by the proposed residential units would be consistent with the General Plan population growth forecast. The 2040 General Plan policies PFS-3.1 through PFS-3.11 address the need for adequate capacity in the wastewater system, collection, treatment, and discharge, requiring the Town to provide sufficient capacity and to maintain and implement a "Master Plan for Wastewater Treatment, Storage, and Disposal", along with a Trunk Sewer Plan and Sanitary Sewer Management Plan. General Plan policies also require the Town to comply with their NPDES discharge permit to address treated wastewater disposal, maximize beneficial uses of treated wastewater, and implement a Recycled Water Plan. Policy PFS 3.11 requires new development, such as the Project, cover the costs for improvements to the wastewater and water reclamation system necessary from their development. With implementation of General Plan policies, sufficient wastewater treatment facilities would be available for the Project wastewater generation, and the Project would not result in impacts beyond those identified in the General Plan EIR.

Stormwater

The Project would be designed and engineered with drainage features appropriate to accommodate the needs of the Project and mimic the historical flow patterns. The Project would comply with the Town's Stormwater Low Impact Development (LID) Technical Design Manual. The Project would include bioretention beds and stormwater storage to capture and treat stormwater runoff. Curb inlets would be equipped with removable trash capture inserts. The Project would adhere to landscape requirements pursuant to Section 12-3 Article 9 of the Town of Windsor Municipal Code, which requires landscaping and compacted soil to promote infiltration. Additionally, the Project would include a level of treatment and volume capture of 100 percent. Thus, the volume of stormwater runoff would not exceed the capacity of the storm drain system serving the site. The Project would not require the construction of new off-site stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant.

Electricity and Natural Gas

The 2040 General Plan EIR states that electricity and natural gas service in the Town of Windsor is provided by PG&E. Long-term operation of development projects would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. However, the Project would include three on-site generators to provide supplemental power until PG&E can fully supply the Project. Electricity and natural gas consumption were estimated for buildout of the 2040 General Plan. The Project is consistent with

the 2040 General Plan land use designation for the site, and the employment growth under the Project would be consistent with the assumptions provided in the 2040 General Plan EIR. Therefore, there would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

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

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The Town, through Sonoma County Resource Recovery, provides solid waste, recycling, and composting services for residential, commercial, and industrial areas, with weekly curbside pickup. Hazardous waste collection and disposal are provided by the Sonoma County Waste Management Agency. All waste is transported to the Healdsburg Transfer Station for processing and disposed of at the Central Landfill. Based on the 2040 General Plan EIR, the Central Landfill's solid waste capacity is sufficient to meet the needs of projected growth under the 2040 General Plan. As the Project would be consistent with the 2040 General Plan land use designation for the Project site, the projected population growth for the Project was adequately considered in the 2040 General Plan EIR. Additionally, the 2040 General Plan contains policies to reduce solid waste impacts, including Policies PFS-5.1, PFS-5.6, and PFS-5.8. The Project would have no impacts beyond those analyzed previously.

As the Project would be consistent with the 2040 General Plan land use designation for the Project site, the projected solid waste generation for the Project was adequately considered in the 2040 General Plan EIR. Therefore, there would be no new or substantially more severe impacts than what was analyzed in the 2040 General Plan EIR, and further analysis is not warranted.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

Impacts of the Project would be similar to those identified in the General Plan EIR and would be less than significant. The Project would have no new significant or substantially more severe or peculiar impacts, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. There are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

20 Wildfire

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:					
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■	☐

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■	☐

Analysis in Previous Environmental Documents

The General Plan EIR discusses wildfire and evacuation impacts on pages 191 through 194 and finds that impacts related to wildfire and evacuation in the town would be less than significant.

The following describes the analysis included in the General Plan EIR and provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Project site is not located within or near a Very High or High Fire Hazard Severity Zone (FHSZ) or State Responsibility Area (CAL FIRE 2022). The nearest State Responsibility Area is approximately 2.75 miles east of the Project site and is categorized as "moderate" by the adopted 2007 CALFIRE FHSZ Viewer, but has since been updated to "High" in the 2022 Draft CALFIRE FHSZ Viewer. The Project site is not in a designated Wildland Urban Interface area (Radeloff et al. 2017). As discussed in Section 9, *Hazards and Hazardous Materials*, the Project would not alter travel lanes on roadways carrying emergency vehicles and would include an extension of Pruitt Avenue that would connect into Aviation Boulevard, which would provide additional emergency access and evacuation from the site. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impacts related to exposing people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, were adequately addressed in the General Plan EIR. General Plan policies, such as Policies PHS-4.1, PHS-4.3, and PHS-4.7, would require fire protection design in new developments and fire suppression and management, including for the proposed Project. Effects peculiar to the Project or the Project site do not exist. Thus, the Project would result in no impacts beyond those previously identified in the prior environmental documents.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Project would not involve development in areas not analyzed previously in the General Plan EIR and would have no new significant or substantially more severe or peculiar impacts regarding wildfire, nor are there any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. There are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the previous environmental documents. Accordingly, no additional review is required.

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21 Mandatory Findings of Significance

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Does the project:					
a. 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?	☐	☐	☐	■	☐
b. 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)?	☐	☐	☐	■	☐

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	■	☐

Project-Specific Impacts

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?

Consistent with the findings of the General Plan EIR and as discussed in Section 4, *Biological Resources*, the Project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 5, *Cultural Resources*, the Project would not impact or eliminate important examples of the major periods of California history or prehistory, including archaeological or paleontological resources. As such, the Project would not result in impacts peculiar to the Project beyond those identified in the General Plan EIR and subsequent environmental documents.

☑ **ANALYZED IN THE PRIOR EIR**

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)?

Conformance with General Plan policies and standard conditions of approval specified within this document (including mitigation measures required by the General Plan EIR) would ensure that potential impacts are individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects. As part of the General Plan EIR, cumulative impacts associated with buildout of the Town were analyzed. The Project is consistent with the General Plan EIR and land use designation of the site. The General Plan is a planning document that establishes a land use scenario and goals, policies, and objectives for development and growth throughout the Town through the year 2040. Thus, the impact analyses in the General Plan EIR effectively constitute cumulative analyses of the approved land uses in the planning boundaries. The Project would not result in significant impacts peculiar to the Project area, as indicated in Sections 1 through 20 above. Nearby development would be required to be

consistent with the local planning documents, or mitigation would be required to assess the impacts that were not addressed in the General Plan EIR. Therefore, the Project's consistency with the General Plan and analysis above in Sections 1 through 20 indicate that the Project would not result in significant cumulative impacts that were not addressed in the General Plan EIR.

☑ **ANALYZED IN THE PRIOR EIR**

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, geology and soils, noise, and traffic safety. As detailed in the preceding responses, the Project would not result, either directly or indirectly, in substantial adverse impacts related to these issue areas. The Project's effects on regional air quality, transportation/traffic, and geology and soils would be less than significant or analyzed in prior environmental review documents. As discussed in Section 9, *Hazards and Hazardous Materials*, construction and operations on site would not expose people to known hazardous materials. In addition, the generation of noise and vibration from construction activity, as discussed in Section 13, *Noise*, would be reduced to a level that is less than significant by the implementation of the General Plan policies and General Plan EIR mitigation measures listed therein. Therefore, the Project would not have substantial direct or indirect adverse effects on human beings.

☑ **ANALYZED IN THE PRIOR EIR**

Conclusion

The Shiloh Road Business Park Project is consistent with the development density established by existing zoning, land use designation, and General Plan policies for which an EIR was certified. Accordingly, based on the assessments presented the environmental checklist, the Project does not require additional environmental review as the impacts:

1. Are not peculiar to the Project or the parcel on which the Project would be located,
2. Were analyzed as significant effects in a prior EIR on the zoning action, general plan, and specific plan, with which the Project is consistent where applicable,
3. Are not potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan and specific plan, and
4. Are not previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

Furthermore, impacts would be reduced by compliance with General Plan policies and General Plan EIR mitigation measures. Accordingly, implementation of the Project complies with Section 15183 of the *CEQA Guidelines* and no further environmental review is required.

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Rincon Consultants, Inc. prepared this General Plan Consistency Checklist Pursuant to CEQA Guidelines Section 15183 under contract to the Town of Windsor. Persons involved in data gathering analysis, project management, and quality control are listed below.

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