

Los Amigos Cottages Builder's Remedy Project

Initial Study – Mitigated Negative Declaration

prepared by

Town of Windsor
Community Development Department
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prepared with the assistance of

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April 2026

RINCON CONSULTANTS

Table of Contents

List of Acronyms and Abbreviations iii

Initial Study 1
1. Project Title 1
2. Lead Agency Name and Address 1
3. Contact Person and Phone Number 1
4. Project Sponsor's Name and Address 1
5. Project Location 1
6. General Plan Designation 4
7. Zoning 4
8. Surrounding Land Uses and Existing Setting 4
9. Description of Project 7
10. Necessary Approvals 11
11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1? 12

Environmental Factors Potentially Affected 13

Determination 13

Applicant Mitigation Measures Agreement 15

Environmental Checklist 17
1 Aesthetics 17
2 Agriculture and Forestry Resources 21
3 Air Quality 23
4 Biological Resources 33
5 Cultural Resources 45
6 Energy 49
7 Geology and Soils 53
8 Greenhouse Gas Emissions 59
9 Hazards and Hazardous Materials 63
10 Hydrology and Water Quality 69
11 Land Use and Planning 75
12 Mineral Resources 77
13 Noise 79
14 Population and Housing 89
15 Public Services 91
16 Recreation 95
17 Transportation 97
18 Tribal Cultural Resources 103
19 Utilities and Service Systems 107
20 Wildfire 113
21 Mandatory Findings of Significance 121

References 127
Bibliography 127
List of Preparers 131

Tables

Table 1 Health Effects Associated with Non-Attainment Criteria Pollutants 24
Table 2 BAAQMD Odor Source Thresholds 26
Table 3 2022 Electricity Consumption 49
Table 4 2023 Annual Gasoline and Diesel Consumption 50
Table 5 Estimated Project Annual Operational Energy Consumption 51
Table 6 Groundborne Vibration Architectural Damage Criteria 81
Table 7 Maximum Noise Level by Receiving Land Use 83
Table 8 Acceptable Exposure Levels for Community Noise Environments 83
Table 9 Estimated Construction Noise Levels at Nearest Sensitive Receptors 85
Table 10 Off-site Project Traffic Noise Increases at Existing Roadways (dBA L_{eq}) 86
Table 11 Cumulative Development Projects 123

Figures

Figure 1 Regional Location 2
Figure 2 Project Site Location 3
Figure 3 Photographs of the Project Site – Images 1 and 2 5
Figure 4 Photographs of the Project Site – Images 3 and 4 6
Figure 5 Project Site Plan 9
Figure 6 Planned Los Amigos Road Extension 10

Appendices

Appendix A Transportation Impact Study
Appendix B Biological Resources Reports
Appendix C Archaeological Resource Management Report
Appendix D Energy Calculations
Appendix E Greenhouse Gas Consistency Checklist
Appendix F Storm Water Low Impact Development Submittal
Appendix G Noise Modeling Results
Appendix H Addendum to the Transportation Impact Study
Appendix I Assembly Bill 52 Correspondence
Appendix J Wildfire Impact Analysis

List of Acronyms and Abbreviations

Abbreviation	Term/Phrase/Name
AB	Assembly Bill
ADT	Average daily traffic
ADWF	Average dry weather flow
AEP	Association of Environmental Professionals
AF	Acre feet
AMSL	Above mean sea level
APN	Assessor's Parcel Number
ARS	Archaeological Resource Service
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CAA	Clean Air Acts
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALFIRE	California Department of Forestry and Fire Protection
CALgreen	California's Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CC	Community Commercial
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Project
CNDDB	California Natural Diversity Database
CNEL	Community noise equivalent level
CNPS	California Native Plant Society

Abbreviation	Term/Phrase/Name
CO2	Carbon Dioxide
CO2e	Carbon Dioxide Equivalent
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Ranks
CSDG	Complete Street Design Guidelines
dB	decibels
dbh	Diameter at breast height
DOC	California Department of Conservation
DOF	California Department of Finance
DTSC	Department of Toxic Substances Control
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal highway administration
FTA	Federal Transit Administration
FY	Fiscal year
GHG	Greenhouse gas
GSP	Groundwater Sustainability Plan
GWh	Gigawatt hours
GWP	Global Warming Potential
HCP	Habitat conservation plan
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ISA	International Society of Arboriculture
LID	Low Impact Design
LRA	Local Responsibility Area
LSA	Lake and Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MDR	Medium Density Residential
MGD	Million gallons per day
MLD	Most Likely Descendant
MT	Metric Tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

Abbreviation	Term/Phrase/Name
NCCP	Natural Community Conservation Plan
NCRWQCB	North Coast Regional Water Quality Control Board
NOX	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
OEHHA	Office of Environmental Health Hazard Assessment
PG&E	Pacific Gas & Electric
PM2.5	Particulate matter with diameters of 2.5 microns or less
PM10	Particulate matter with diameters of ten microns or less
PPV	Peak particle velocity
PRC	Public resources code
RCNM	Roadway Construction Noise Model
RHNA	Regional Housing Needs Allocation
ROG	Reactive Organic Gases
SCTA	Sonoma County Transportation Authority
SCWA	Sonoma County Water Agency
SFBAAB	San Francisco Bay Area Air Basin
SLF	Sacred Lands File
SRA	State Responsibility Area
SRPCS	Santa Rosa Plain Conservation Strategy
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIS	Transportation Impact Study
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compounds
WMC	Windsor Municipal Code
WWD	Windsor Water District
WWTRDF	Windsor Wastewater Treatment Reclamation and Disposal Facility

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Initial Study

1. Project Title

Los Amigos Cottages Builder's Remedy Project

2. Lead Agency Name and Address

Town of Windsor
9291 Old Redwood Highway
Windsor, California 95492

3. Contact Person and Phone Number

Kimberly Jordan, Planner III
Town of Windsor, Planning Division
(707) 838-1000

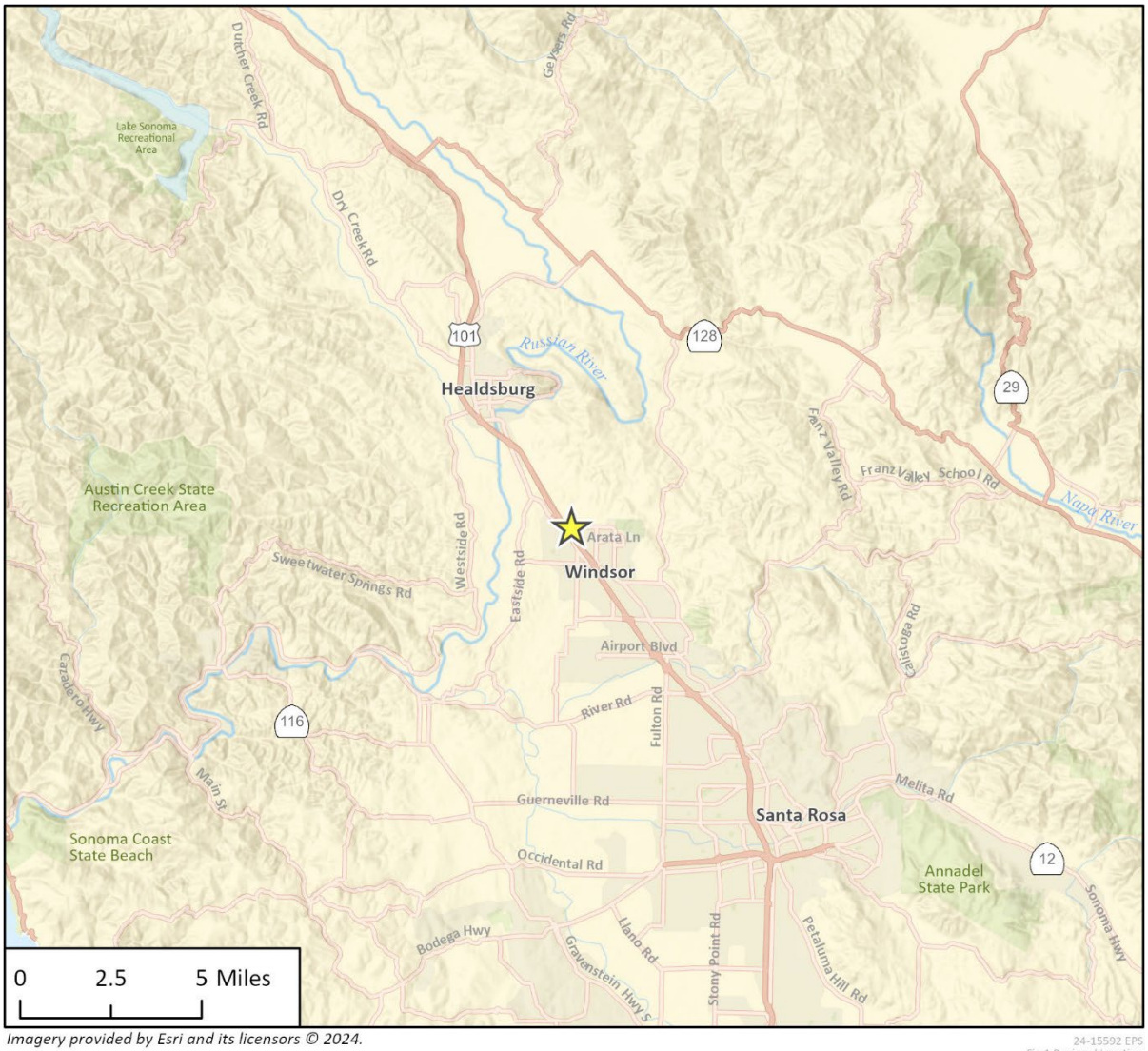
4. Project Sponsor's Name and Address

Arata Properties, LLC.
1400 Magnolia Drive | P.O. Box 2357
Healdsburg, California 95448

5. Project Location

The 2.71-acre Project site is located at 263 Arata Lane (Assessor's Parcel Number [APN] 161-020-049) in the Town of Windsor in Sonoma County. The Project site is bound by Arata Lane to the south, a surface parking lot and religious facility (Newsong Church) to the west, rural residential and undeveloped land to the north and northeast, and a single-family residence to the west. Across Arata Lane to the south are single-family residences. The area east and north of the Project site is planned for single-family residential development (the Quail Acres residential development project). Figure 1 shows the regional location of the Project site, and Figure 2 shows the Project site location along with surrounding land uses.

Figure 1 Regional Location



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Fig 1 Regional Location

Project Location

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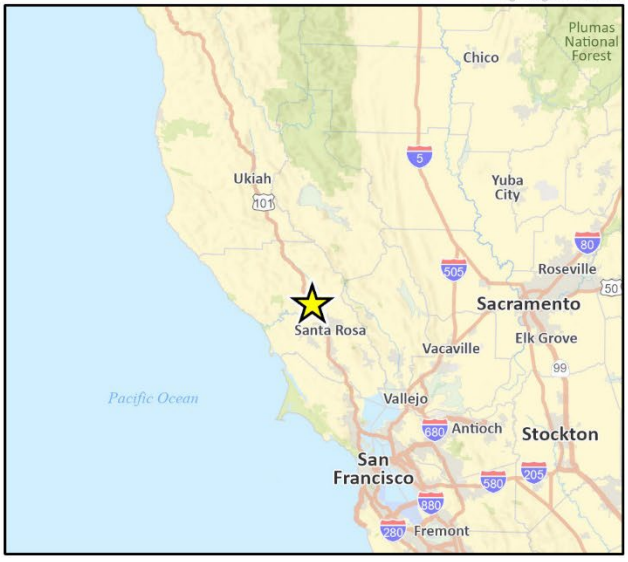


Figure 2 Project Site Location



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Fig 2 Project Location

6. General Plan Designation

The Project site has a general plan land use designation of "General Business." The "General Business" designation provides for a range of uses including office, retail, and service activities, with a focus on professional office (Town of Windsor 2018a). According to the 2040 General Plan, the Project site is within the North of Arata Lane Community Place which is characterized by rural residential uses, undeveloped, and agricultural lands. The North of Arata Lane area is envisioned in the General Plan to develop as a traditional neighborhood which includes a variety of residential densities organized around a neighborhood center, school, parks, and interconnected streets (Town of Windsor 2018a).

7. Zoning

The Project site is zoned Community Commercial (CC). According to Section 17.12.020 of the Windsor Municipal Code (WMC), the CC zone is applied to areas suitable for restaurants, shops, personal and business services. Single-unit residential is not a listed use in the CC zone. The current Zoning Code went into effect December 2024. The Project application was complete in May 2024. Since the application was complete prior to the effective date of the new Zoning Code, the Project is subject to the previous Zoning Code. The previous Zoning Code in effect in May 2024 did not include an allowable residential density requirement for the CC Zone.

8. Surrounding Land Uses and Existing Setting

The Project site is located in the northern portion of the Town of Windsor and within the approximately 116 acres north of Arata Lane annexed into the Town in May 2019. The Project site is in an area primarily characterized by rural residences, undeveloped land, and single-family residences. A religious facility, Newsong Church, is adjacent to the Project site to the west, with residential uses bordering the site to the east and the south across Arata Lane. The area surrounding the northern boundary of the site is planned for a future residential development (Quail Acres residential development project). The Project site is located approximately 0.15 miles east of Highway 101.

The Project site is triangularly shaped and is generally flat with gentle slopes south towards Arata Lane. The Project site is undeveloped and was previously used as agricultural land. Overhead utility lines border the southern boundary of the Project site. The Project site is covered with ruderal grasses and trees are dispersed throughout the property. According to the arborist's report prepared for the Project by Horticultural Associates in October 2024, there are 39 trees on the Project site including 29 Valley Oak (*Quercus Lobata*), five Blue Oak (*Quercus Douglassi*), one Black Walnut (*Juglans Nigra*), three Coast Live Oak (*Quercus Agrifolia*) and one Cork Oak (*Quercus Suber*). The Valley Oak, Blue Oak, and Coast Live Oak trees on site are considered protected trees under the Town's Tree Preservation and Protection Ordinance. Figure 3 shows photos of the Project site.

Figure 3 Photographs of the Project Site – Images 1 and 2



Image 1: View of Project site from western site boundary looking southeast towards Arata Lane.



Image 2: View of Project site looking north from Arata Lane.

Figure 4 Photographs of the Project Site – Images 3 and 4



Image 3: View of Project site from western site boundary looking east.



Image 4: View of the Project site from western site boundary looking northeast.

9. Description of Project

The proposed Project would involve the subdivision of the Project site into 32 residential lots and construction of 32 residences including 26 detached single-family residences and 6 attached single-family "duet" style residences all of which would be two-stories in height. Five of the attached single-family homes would be available to low-income households. Lot sizes would range from 1,896 square feet to 4,860 square feet for the detached single-family residences and 1,664 square feet to 2,932 square feet for the "duet" style residences. Figure 5 shows the Project site plan.

Architectural Style

Farmhouse, Traditional, and Bungalow styles would be used in the design of residences in the Project. The Farmhouse style includes main roofs that are often gabled, facing the sides, with a high-pitched gable facing the front; walls are primarily covered with board and batten accented with white-painted window trims and wood-like vents at gable ends. The Traditional style includes main roofs that are gabled or hipped with an intermediately-pitched gable facing the front; beaded horizontal siding makes up most of the exterior walls. The Bungalow includes roofs that are comprised of low-pitched front-facing gables and hips.

Site Access and Parking

The Project would be accessed via two driveways and an internal private road that would traverse the Project site and would connect from Arata Lane to the newly constructed portion of Los Amigos Road along the eastern side of the Project site. The Arata Lane driveway would be located on the southern boundary of the site and the Los Amigos Road driveway would be located on the northeastern boundary of the Project site.

Parking for the Project would be provided in covered garages, driveways, on-site spaces, and on-street parking along the portion of Los Amigos Road that would be constructed as part of the Project. Specifically, the detached single-family homes would have two-car garages and four of the detached homes would have two additional uncovered off-street parking spaces in a driveway outside of the garage. The lots with driveways proposed are lots 1, 14, 29, and 32. Each of the six attached homes would include one covered parking space and one uncovered parking space in the driveway. Additionally, 16 common parking spaces would be provided on the internal private street and 17 on-street parking spaces would be provided along Los Amigos Road.

Los Amigos Road Extension

A realignment and extension of Los Amigos Road is planned adjacent to the Project site. The Town of Windsor's Capital Improvement Program (CIP) Adopted Budget has identified this transportation improvement project as T-17 the "Arata Lane Interchange Phase 2B for Los Amigos Road Realignment" as a Town project necessary for the completion of the future Arata Lane Interchange at Highway 101. This CIP in the current budget is for design and environmental work only. The realigned Los Amigos Road would connect to the section of Los Amigos Road that runs parallel to Highway 101 from Windsor to Healdsburg. The Town of Windsor currently owns the right-of-way for this roadway realignment. Most of the Los Amigos Road realignment would occur as part of the neighboring approved Quail Acres residential development project.

However, the Project would involve construction of a portion of this planned Los Amigos Road extension, as shown in Figure 5 and Figure 6, from its intersection with Arata Lane to the Project site's northern entry The portion of Los Amigos Road that would be constructed as part of the Project would include two lanes (one in each direction), on street parking, and a buffered bike lane on the west side of the street.

Arata Lane Right-of-Way Dedication and Los Amigos Road Roundabout

The Town of Windsor is considering conversion of the planned Arata Lane/Los Amigos Road intersection to a single-lane roundabout in the future. The Town has developed a planning-level footprint of the potential future roundabout, including its peripheral bicycle and pedestrian facilities, and has provided the concept to potential developers including the Los Amigos Cottages applicant for site planning purposes. To accommodate the Town's need for a future roundabout at the intersection of Arata Lane and Los Amigos Road, the Project would provide a six-foot right-of-way dedication along the Project's Arata Lane frontage. Additionally, proposed Lot Number 14 would be designed to accommodate future acquisition of additional right-of-way along Arata Lane by the Town of Windsor should the Town decide to proceed with construction of the roundabout.

Landscaping and Open Space

Each residential unit would include a front porch. Additionally, lot numbers 4 through 18, 20-23, and 25-28 would have private side yard easements allowing for exclusive use of the combined side yard area by one of the adjoining units. These side yards range from seven to eight feet in width.

The Project would require the removal of 37 of the 39 trees on site. Two Valley Oak trees on the southwest corner of the Project site would remain on site. The Project would involve the planting of 18 Red Maples (Acer Rubrum) trees as street trees along Los Amigos Road and eight (8) Red Maple trees as street trees along Arata Lane. Landscaping of the front yards within the site and the biorentention area would be comprised of 53 Heritage Birch trees (*Betula Nigra 'Cully'*), four Crepe Myrte trees (*Lagerstroemia*), and three flowering cherry trees (*Cerasus serrulate*). The Project would also involve planting 4 valley oak trees (*Quercus Lobata*) within Parcel A, which includes the bioretention area and shared parking area on the Project site with one existing oak tree along the southwestern edge of the property to be saved.

Utilities

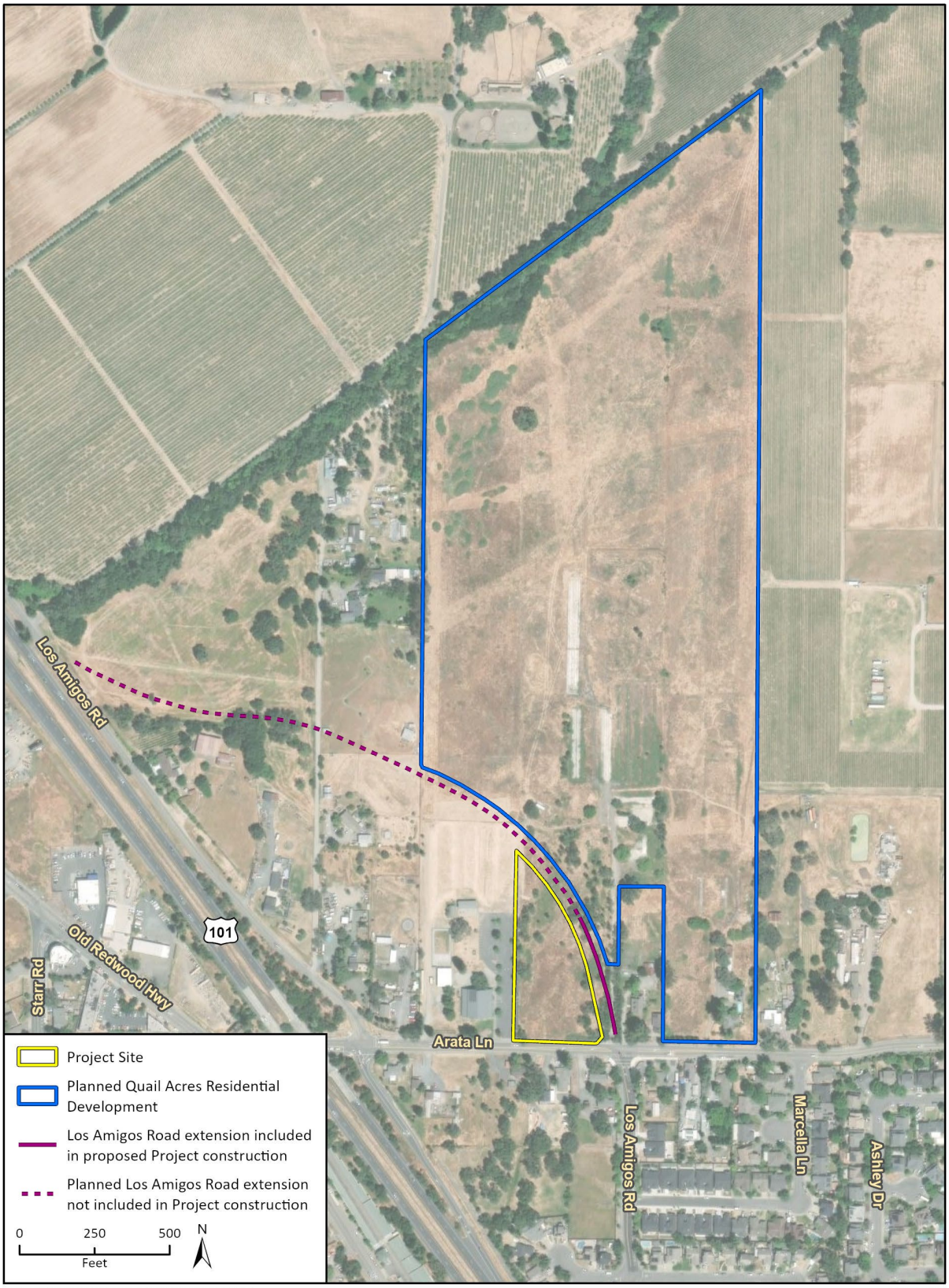
The Project site would be served by the Town's public water and sewer systems through existing utility infrastructure along Arata Lane. The site would also be served by Pacific Gas & Electric (PG&E) for electric services and would be all-electric. Therefore, it would not involve the installation of natural gas infrastructure. The Project would include a common waste collection facility which would serve part of the Project. The remainder of the Project would have individual waste collection service.

Figure 5 Project Site Plan



Source: Civil Design Consultants Inc., April 2025

Figure 6 Planned Los Amigos Road Extension



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Fig 4 Proposed Roadway Construction

Stormwater Management

The Project site slopes from the north to south to a drainage ditch on the north side of Arata Lane. The Project would include construction of storm drain facilities. Additionally, the Project would connect to planned storm drain improvements proposed for the neighboring Quail Acres residential development Project along Los Amigos Road and Arata Lane. If these improvements are not constructed as part of the Quail Acres Project prior to construction of the proposed Project, the proposed Project would include public stormwater improvements along the Los Amigos Road extension included as part of the proposed Project and along the Arata Lane frontage of the Project site. The Project would also include low impact design (LID) facilities such as interceptor trees and a bioretention area located within the common space in the center of the Project site. There would also be bioretention curb openings installed along the west side of Los Amigos Road and the north side of Arata Lane.

Green Building Features

The Project would include installation of energy STAR appliances, low-flow water fixtures, electric vehicle charging outlets in garages, cool roof material, exterior cladding that does not ignite when exposed to flame, and water efficient landscaping. Additionally, each home would include photovoltaic solar panels on the roof, LED lighting, and low VOC paint.

Project Construction

The infrastructure and circulation elements of the Project would be constructed in a single phase. Project construction would take approximately 30 months to complete. Earthwork on the site would be balanced and no soil import or export would be required as part of construction.

10. Necessary Approvals

Builder's Remedy

The Housing Accountability Act (Government Code Section 65589.5) requires that cities and counties make one of five findings to deny, or to apply conditions that make infeasible, a housing development project "for very low, low- or moderate-income households" or an emergency shelter. A housing development project with 13 percent of the total units available to lower income households or with all of the units available for moderate- or middle-income households may qualify as housing "for very low, low- or moderate-income households". These five findings are described below:

1. The city or county has met or exceeded its Regional Housing Needs Allocation (RHNA) for the proposed income categories in the development.
2. The housing development or emergency shelter would have a specific adverse impact on public health and safety, and there is no way to mitigate or avoid the impact without making the development unaffordable. The impact must be based on objective, written public health or safety standards in place when the application was deemed complete.
3. The denial or condition is required to meet state or federal law, and there is no feasible method to comply without making the development unaffordable.

4. The project is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agriculture or resource preservation or there are not adequate water or sewage facilities to serve the project.
5. The project is inconsistent with both the zoning ordinance and the land use designation as specified in any general plan element. However, a city or county cannot make this finding if it has not adopted a housing element in substantial compliance with state law.

If a locality has not adopted a Housing Element in substantial compliance with state law, developers may propose eligible housing development projects that do not comply with either the zoning or the general plan. The term "Builder's Remedy" is used to describe the situation where a local agency may be required to approve an eligible housing development project because it cannot make one of the other four findings.

The applicant submitted a preliminary application for this Project under SB 330 prior to the time that the Town of Windsor's adopted Housing Element was certified by the state Department of Housing and Community Development as being compliant with the Housing Accountability Act. Given that the Project qualifies as a housing development project "for very low, low-, or moderate-income households," the Project would qualify as a Builder's Remedy project under Government Code section 65589.5 and would be a permitted use in this location notwithstanding the Town's General Plan and zoning land use designations for the Project site. As such, the analysis included in this IS-MND evaluates the Project's consistency with the General Plan and Zoning designations that are appropriate for the Project which in this case is the Medium Density Residential (MDR) General Plan land use designation and Medium Density Residential (MDR) zoning designation. Both of these designations allow for up to 16 dwelling units per acre.

Town Approvals

The Town of Windsor is the lead agency with responsibility for approving the Project. Approval from other public agencies is not required. The Project would require the following discretionary approvals from the Town of Windsor:

- Tentative Subdivision Map approval
- Density Bonus waivers approval

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On November 12, 2024, the Town of Windsor sent Assembly Bill (AB) 52 notification letters via certified mail to Native American tribes who requested notification under AB 52. Under AB 52, Native American tribes have 30 days to respond and request further project information and request formal consultation. The Town did not receive a request for formal consultation under AB 52. Copies of AB 52 correspondence for this Project are included in Appendix G.

Environmental Factors Potentially Affected

This Project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Signature	Date
Kim Jordan	Planner III
Printed Name	Title

Applicant Mitigation Measures Agreement

We, the undersigned, hereby attest that we have reviewed the mitigation measures included in the Initial Study-Mitigated Negative Declaration for the Los Amigos Cottages Builder's Remedy Project and agree to implement all the mitigation measures contained therein.



Signature (Applicant)

Ben VanZutphen

Printed Name (Applicant)

3/27/26

Date

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Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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?	☐	☐	■	☐

Setting

The Project site is located in the northern portion of the Town with views of the surrounding hills and ridgelines. The Project site is undeveloped and contains a mix of grasses, shrubs, and trees. The Project site is not on a State Designated Scenic Highway nor does it contain any designated scenic vista points (California Department of Transportation [Caltrans] 2018). Town of Windsor General Plan Figure ER-1 (Scenic Corridors) identifies the roadways within and outside of the Town identified as scenic corridors. The Project site is not adjacent to a scenic corridor. The closest scenic corridors are Highway 101, Los Amigos Road, where it runs parallel to Highway 101, and Arata Lane east of the Project site from approximately Hillview Road to Hembree Lane (Town of Windsor 2018a). Additionally, the Town's General Plan designates the foothills surrounding the town as well as agricultural lands, community separators, creeks, and woodlands as scenic resources within the Town. The Project site is surrounded by rural residential structures, Arata Lane, and a religious facility which contribute to the developed visual character present around the Project site. There are distant views of rolling hills to the north of the Project site.

There are no existing sources of light and glare on the Project site; however, the neighboring, development and roadways around the site are sources of light and glare in the area.

Impact Analysis

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

As described above, the Town of Windsor designates the foothills surrounding the town as well as agricultural lands, community separators, creeks, and woodlands as scenic resources within the Town (Town of Windsor 2018a). There are existing distant views of rolling hillsides to the north of the Project site that may be visible from Arrata Lane; however, views are largely blocked by existing development and mature trees. Development on the Project site would involve single-family residences up to two stories in height. While this would be greater than the height of surrounding residences, existing trees on and adjacent to the Project site exceed this height, and the proposed buildings up to 35 feet in height within the Project site would not be tall enough to significantly obstruct views of the surrounding hills and ridgelines and would not substantially effect a scenic vista. Therefore, the Project would have less than significant impacts on scenic vistas.

LESS-THAN-SIGNIFICANT IMPACT

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

As described above, the Project site is not on or near a State Designated Scenic Highway (Caltrans 2019). The nearest designated State Scenic Highway is Highway 116 which is approximately 7 miles southwest of the Project site and the nearest eligible State Scenic Highway is Highway 128 which is approximately 6.5 miles from the Project site. The Project site is not visible from either of these highways due to distance and intervening landscape and development. The Project site is near locally designated scenic routes including Los Amigos Road which is approximately 0.1 miles to the west of the Project site and a portion of Arata Lane which is approximately 0.2 miles east of the Project site. Due to the relatively low height of the proposed development (2 stories) and intervening landforms, development, and landscaping such as trees and shrubs, the Project site would not be visible from these locally designated scenic routes. As such, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 site is in a non-urbanized area[1]. Public views of the Project site are available to motorists, pedestrians, and bicyclists along Arata Lane and currently consists of the undeveloped land which includes grasses, shrubs, and several mature trees. The Project would result in the construction of 32 two story, single-family residences on the Project site which would change the

[1] According to CEQA Guidelines Section 21071, an "urbanized area" is defined as an incorporated town if the town has a population of at least 100,000 persons or if the town has a population of less than 100,000 persons and if the population of that town, and not more that w contiguous incorporated towns combined equals at least 100,000 persons. The Town of Windsor has a population of 25,394 persons (DOF 2024), and does not share a border with another incorporated city or town.

existing views of the Project site; however, the development would be consistent with neighboring residential developments across Arata Lane to the south, and Newsong Church to the immediate west of the Project site. Additionally, the Project would include the use of neutral color schemes, and design elements such as front porches for all unit which would introduce pedestrian-scale elements to encourage walkability near the Project site. Further, the Project would include landscaping such as the planting of trees, including street trees along Arata Lane and the proposed extension of Los Amigos Road. Overall, the Project's design would be consistent with surrounding land uses and would not substantially degrade existing visual character or public views of the site and surrounding areas.

LESS-THAN-SIGNIFICANT IMPACT

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

Existing sources of light and glare near the Project site include the Newsong church which is adjacent to the site to the west, headlights and glare from cars traveling along Arata Lane south of the Project site, and residential development to the north, east, and south of the Project site. The Project would generate new sources of light from internal residential light sources, external light sources, and headlights from the addition of cars on the Project site. The Project would introduce new sources of glare such as windows in the residential buildings, photovoltaic panels on the roof of each home, and cars parked around the Project site and along the proposed extension of Los Amigos Road. However, due to the small size of the Project and the consistency of the Project with nearby residential development, the Project would not significantly increase light and glare in the area. Furthermore, the Project would be required to comply with Zoning Code Section 27.20.030 (which was in effect at the time the Project application was submitted and therefore applies to the Project) which includes general performance standards to limit light and glare. Therefore, impacts related to light and glare would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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?	☐	☐	☐	■

Setting

The Project site is located on vacant or disturbed land as designated by the California Department of Conservation (DOC) (DOC 2022). There are no forest lands within the Town of Windsor (Town of Windsor 2018a).

Impact Analysis

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?

The Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is it adjacent to any such lands. There are areas designated as Farmland of Local

Importance to the north and northwest of the Project site; however, the Project would not include any construction on these lands, nor would it convert these lands to non-agricultural use. Therefore, the Project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

NO IMPACT

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

The Project site is zoned as Community Commercial (CC). There are no Williamson Act contract lands located in the town and the Project site and proposed area for the realigned Los Amigos Road is not located under a Williamson Act contract (County of Sonoma 2019). Therefore, development of the Project would not conflict with any existing zoning for agricultural use or a Williamson Act contract.

NO IMPACT

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))?

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

As discussed in impact b, above, the Project site is zoned as Community Commercial (CC). The Project would not convert forest land to non-forest use nor would it conflict with existing zoning of forest land.

NO IMPACT

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?

As discussed in impact a and d, above there is no agricultural land or forest land on the Project site. While there is Farmland of Local Importance adjacent to the site, Project construction and operation activities would not be located on this land, nor would it conflict with or convert this land to non-agricultural use. Similarly, the Project would not convert forest land to non-forest use.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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?	☐	☐	■	☐

Setting

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),[2] nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROG and NO_X. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

[2] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this IS-MND.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air Quality Standards and Attainment

The Project site is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). BAAQMD has jurisdiction over much of the nine-county Bay Area, including some parts of Sonoma County. Sonoma County is served by two air quality districts, Northern Sonoma County Air Pollution Control District and BAAQMD, but the Town of Windsor is under the jurisdiction of BAAQMD. As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, SFBAAB is classified as being in "attainment" or "nonattainment." In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts associated with these criteria pollutants, presented in Table 1, are already occurring in that area as part of the environmental baseline condition. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. SFBAAB is designated a nonattainment area for the federal 8-hour ozone standard, federal $PM_{2.5}$ 24-hour standard, state 8-hour and 1-hour ozone standards, state PM_{10} annual and 24-hour standards, and the state $PM_{2.5}$ 24-hour standard. (CARB 2023; USEPA 2024a). This nonattainment status is a result of several factors, such as mobile sources, wood burning, industrial combustion, and dust, in SFBAAB.

Table 1 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10} and $PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma).

Source: USEPA 2024b

Air Quality Management

BAAQMD is responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, as well as many other activities. Due to SFBAAB exceeding federal standards for ozone and $PM_{2.5}$, as well as state standards for ozone, PM_{10}, and $PM_{2.5}$, BAAQMD must implement strategies to reduce pollutant levels and achieve compliance with both NAAQS and CAAQS.

BAAQMD adopted the 2017 Clean Air Plan (2017 Plan) as an update to the 2010 Clean Air Plan in April 2017. The 2017 Plan provides a regional strategy to protect public health and the climate. To fulfill state ozone planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors—ROG and NO_X—and reduce transport of ozone and its precursors to neighboring air basins. The 2017 Plan builds upon and enhances the BAAQMD's efforts to reduce emissions of fine particulate matter TACs (BAAQMD 2017a).

Air Emission Thresholds

REGIONAL SIGNIFICANCE THRESHOLDS

BAAQMD developed screening criteria to provide a conservative indication of whether a project could result in potentially significant air quality impacts. If all the screening criteria are met by a project, the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions, and air quality impacts would be considered less than significant. BAAQMD's screening criteria for single-family residential development are 421 dwelling units for operational criteria pollutants and 254 dwelling units for construction-related emissions (BAAQMD 2023a). For construction-related emissions to be considered less than significant, projects must meet the following criteria in addition to being below the applicable screening level (BAAQMD 2023a):

1. All best management practices (see Table 5-2 in Chapter 5, "Project-Level Air Quality Impacts") are included in the project design and implemented during construction.
2. Construction-related activities would not overlap with operational activities.
3. Construction-related activities would not include any of the following:
   - Demolition
   - Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would not occur simultaneously)
   - Extensive site preparation ((e.g., grading, cut and fill, or earth movement)
   - Extensive material transport (e.g., soil import and export requiring a considerable amount of haul truck activity)
   - Stationary sources (e.g., backup generators) subject to Air District rules and regulations.

In addition, for operational-related emissions to be considered less than significant, projects must meet the following criteria in addition to being below the applicable screening level (BAAQMD 2023a):

1. Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
2. Operational activities would not overlap with construction-related activities.

CARBON MONOXIDE

BAAQMD provides a preliminary screening methodology to conservatively determine whether a proposed Project would exceed carbon monoxide thresholds. If the following criteria are met, a project would result in a less than significant impact related to local carbon monoxide concentrations:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

ODOR SOURCES

BAAQMD provides minimum distances for siting of new odor sources as shown in Table 2. A significant impact would occur if the project would result in other emissions (such as odors) affecting substantial numbers of people or would site a new odor source within the specified distances of existing receptors.

Table 2 BAAQMD Odor Source Thresholds

Odor Source	Minimum Distance for Less than Significant Odor Impacts (in miles)
Wastewater treatment plant	2
Wastewater pumping facilities	1
Sanitary Landfill	2
Transfer Station	1
Composting Facility	1
Petroleum Refinery	2
Asphalt Batch Plant	2
Chemical Manufacturing	2
Fiberglass Manufacturing	1
Painting/Coating Operations	1
Rendering Plant	2
Coffee Roaster	1
Food Processing Facility	1
Confined Animal facility/feed lot/diary	1
Green Waste and Recycling Operations	1
Metal Smelting Plants	2

Methodology

The Project would generate criteria air pollutant emissions during both construction and operational phases. Construction activities would primarily produce temporary emissions from on-site equipment operation and construction worker vehicle trips. Operational emissions would arise from mobile sources, energy use, and area sources. The Project includes the construction of 32 residential lots, comprising 26 detached single-family homes and six attached 'duet' single-family homes. The Project meets the criteria for using the construction and operational screening size for criteria pollutant emissions. Therefore, this analysis employs the screening size process to evaluate the significance of the Project's construction and operational criteria pollutant emissions. Thus, the construction and operational impacts of the Project are discussed qualitatively.

Impact Analysis

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

The California CAA requires that air districts create a Clean Air Plan that describes how the jurisdiction will meet air quality standards. The most recently adopted air quality plan is the BAAQMD 2017 Plan. The 2017 Plan updates the most recent Bay Area plan, the 2010 Clean Air Plan, pursuant to air quality planning requirements defined in the California Health and Safety Code. To fulfill state ozone planning requirements, the 2017 Plan control strategy includes all feasible measures to reduce emissions of ozone precursors—ROG and NO_X—and reduce transport of ozone and its precursors to neighboring air basins. The Clean Air Plan builds upon and enhances the BAAQMD's efforts to reduce emissions of fine particulate matter and TACs. The 2017 Plan does not include control measures that apply directly to individual development projects. Instead, the control strategy includes control measures related to stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants.

The 2017 Plan focuses on two paramount goals, both consistent with the mission of BAAQMD:

- Protect air quality and health at the regional and local scale by attaining all national and state air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TACs.
- Protect the climate by reducing Bay Area GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

Under BAAQMD's methodology, a determination of consistency with the 2017 Plan should demonstrate that a project:

- Supports the primary goals of the air quality plan.
- Includes applicable control measures from the air quality plan.
- Does not disrupt or hinder implementation of any air quality plan control measures.

A project that fails to support the goals of the 2017 Plan would be considered inconsistent with it. On an individual project basis, consistency with BAAQMD quantitative thresholds is interpreted as demonstrating support for the Clean Air Plan's goals. As discussed under checklist question 'b' below, the Project's building characteristics and activity would meet BAAQMD's construction and operations screening criteria for single-family residential. Because the Project would meet the screening criteria, the Project's construction and operations emissions are unlikely to exceed BAAQMD's significance thresholds for air pollution emissions. Therefore, because the Project would

not generate significant emissions, the Project would not conflict with the 2017 Plan's goal to attain air quality standards. The 2017 Plan includes goals and measures to increase the use of electric vehicles and encourage energy and water efficiency. The Project aligns with these goals by incorporating features such as energy and water-efficient appliances that meet the 2022 Title 24 Standards. Additionally, the Project would be constructed with all-electric appliances and electric vehicle infrastructure, consistent with CALGreen Tier 2 standards for single-family residential units. Therefore, the Project would not conflict with or obstruct the implementation of an applicable air quality plan, and the Project would have a less than significant impact.

LESS-THAN-SIGNIFICANT IMPACT

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?

Construction Emissions

BAAQMD construction screening level size for single-family residences is 254 dwelling units. The screening table was developed using conservative assumptions to ensure emissions remain below levels that would cause significant air quality impacts. Construction-related fugitive dust was not included in the screening table because these emissions are controlled through best management practices, as discussed in Chapter 5, Project-Level Air Quality Impacts (BAAQMD 2023b). The Project includes 32 dwelling units, does not involve demolition activities, and is consistent with the remaining construction screening criteria. Therefore, the Project's construction activity meets BAAQMD's construction screening criteria, indicating that the construction emissions are unlikely to exceed significant thresholds, eliminating the need for a detailed assessment. Therefore, pursuant to BAAQMD guidance, a detailed air quality assessment of the Project's construction criteria air pollutant emissions is not necessary, and Project construction would not 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.

Operational Emissions

BAAQMD operational screening level size for single-family residences is 421 dwelling units. The screening table was developed using default assumptions and does not account for project-specific design features or local requirements that could further reduce emissions. The Project includes 32 dwelling units, does not involve stationary engines or industrial sources, and operational activities would not overlap with construction-related activities. Therefore, the Project's operational activities meet the operational screening criteria, which indicate that the operational emissions are unlikely to exceed significant thresholds, eliminating the need for a detailed assessment. The operational screening criteria are designed to ensure that emissions remain below levels that would cause significant air quality impacts. Therefore, pursuant to BAAQMD guidance, a detailed air quality assessment of the Project's operational criteria air pollutant emissions is not necessary, and Project operation would not 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.

NO IMPACT

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

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). The nearest sensitive receptors to the Project site are single-family homes approximately 45 feet to the east (247, 267, and 283 Arata Lane). Additional residential sensitive receptors are located approximately 60 feet south of the Project site (186, 210, and 250 Arata Lane). 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. A project's localized air quality impact is considered significant if CO concentrations exceed BAAQMD's one-hour standard of 20.0 parts per million(ppm) and eight-hour standard of 9.0 ppm (BAAQMD 2023c).

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 2023c). 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).

The Project would include 32 residential lots, comprised of 26 detached single-family homes and six "duet" single-family attached homes. According to the Transportation Impact Study (TIS) prepared for the Project (Appendix A), the Project is expected to generate an average of 288 trips per day, with 21 trips occurring during the AM peak hour and 27 trips during the PM peak hour. The Project trip generation would be far below the screening thresholds listed above, and the Project would not conflict with the Sonoma County Congestion Management Plan. Therefore, impacts of localized CO emissions would not be significant.

Toxic Air Contaminants

Construction

Construction-related activities would result in short-term, Project-generated emissions of 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. The

potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2024).

Generation of DPM from construction projects typically occurs in a single area for a short period. 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 a 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. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends in a household). OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods. Health risk assessments should be limited to the period/duration of activities associated with the Project.

The maximum $PM_{2.5}$ emissions, which is used to represent DPM emissions for this analysis, would occur during site preparation and grading activities. As described in checklist question 'b' above, the Project's building characteristics and activity would meet BAAQMD's construction screening criteria for single-family residential units; therefore, construction emissions would not exceed significant thresholds. Thus, site preparation and grading emissions would be minimal over the course of a 9-year, 30-year, and 70-year health risk calculation period. $PM_{2.5}$ emissions would decrease for the remaining construction period because construction activities such as building construction, architectural coating, and paving would require less construction equipment. Therefore, DPM generated by Project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than 10 in one million. This impact would be less than significant.

Operation

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). CARB guidelines provide the recommended siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses. The Project site is approximately 560 feet from the southeast boundary to U.S. 101. According to CARB guidelines, it is recommended to avoid placing sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. Therefore, as the Project is located more than 500 feet from a freeway, the operational TAC emissions are expected to have a negligible impact on the future sensitive receptors on the Project site. The Project's residential land use does not generate significant TAC emissions according to CARB's guidelines on air toxic sources. Therefore, the expected hazardous TACs generated on site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. The Project would not expose off-site sensitive receptors to significant amounts of carcinogenic or TACs. Operational impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. Overall, Project construction would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant.

Table 5-4 in the BAAQMD 2022 *CEQA Air Quality Guidelines* provides screening distances for land uses that have the potential to generate substantial odor complaints. The uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2023b). Residential development is not included in this list. Vehicles approaching, idling, and leaving the site may release odorous exhaust emissions. Odors of this nature disperse rapidly with distance and do not typically result in odor impacts. In addition, solid waste generated by the proposed on-site uses would be properly stored in lidded dumpsters and/or trash cans and collected by a contracted waste hauler, ensuring that on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, operational odor impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the 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?	☐	☐	■	☐
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?	☐	☐	☐	■

Setting

The 2.71-acre Project site is currently undeveloped. It consists of annual grassland with clusters of oak trees around the periphery of the site. The site is located in the Russian River Valley, approximately two miles east of the Russian River, at elevations ranging from approximately 135 feet above mean sea level (AMSL) to 160 feet AMSL.

In February 2025, Rincon reviewed available Project reports and documentation to determine the potential presence of sensitive biological resources, including special-status plant and wildlife species, sensitive vegetation communities, potentially jurisdictional wetlands or waters of the U.S. and state, and nesting habitat for native birds. The following documents were reviewed and are included in Appendix B:

- Special-Status Plant Report for the ±62-Acre Arata Lane Study Area, Town of Windsor, Sonoma County, California (prepared by Salix Consulting Inc. in June 2018; Salix 2018)
- Aquatic Resources Delineation for the ±62-Acre Arata Lane Study Area, Town of Windsor, Sonoma County, California (prepared by Salix Consulting Inc. in June 2021; Salix 2021)
- Biological Resources Addendum, 62-acre Arata Lane Parcel, Town of Windsor, Sonoma County, California (prepared by Salix Consulting Inc. in March 2022; Salix 2022a)
- Biological Resources Addendum, Los Amigos Connector Corridor, Town of Windsor, Sonoma County, California (prepared by Salix Consulting Inc. in June 2022; Salix 2022b)
- Aquatic Resource Permitting [Letter] for the Quail Acres Project, Town of Windsor, Sonoma County, California (prepared by Salix Consulting Inc. in February 2024)
- Arborist Report, Los Amigos Cottages, Windsor, California (prepared by Horticultural Associates in March 2024; updated October 2024, Horticultural Associates 2024))

In addition, Rincon conducted a search of the following databases to fill in gaps in information not included in the above reports, or to update searches that may be outdated from the above reports:

- USFWS Information for Planning and Consultation (IPaC) Trust Resource Report (USFWS 2025a)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2025a)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Vascular Plants (CNPS 2025a)
- USFWS Critical Habitat Portal (USFWS 2025b)

The CNDDB and CNPS database searches included the 7.5-minute USGS *Healdsburg* quadrangle and surrounding eight quadrangles (referred to as a “nine-quad search”). The IPaC search included the Project site and a two-mile buffer surrounding the Project site. Following a review of these resources, Rincon also reviewed relevant life history information on those species documented as occurring in the region, including habitat type, soils, and elevation preferences.

The potential for presence of wildlife movement corridors was evaluated based on the California Essential Habitat Connectivity Project commissioned by the California Department of Transportation and CDFW (Spencer et al. 2010).

For the purposes of this analysis, special-status species include:

- Species listed as threatened or endangered under the Federal Endangered Species Act (FESA), including proposed and candidate species
- Species listed as candidate, threatened, or endangered under the California Endangered Species Act (CESA)
- Species designated as Fully Protected by the California Fish and Game Code (CFGC), and Species of Special Concern by CDFW
- California Native Plant Society (CNPS) California Rare Plant Ranks (CRPR) 1A, 1B, 2A and 2B
- Species listed as plants of concern under the Santa Rosa Plain Conservation Strategy (SRPCS)

Impact Analysis

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 proposed Project would involve site clearing and grading and construction of a residential project. The proposed Project could directly affect sensitive species through construction activities or habitat removal or could indirectly affect wildlife or wildlife habitat through water, noise, dust or light pollution.

The Biological Resources Addendum*s* (Salix 2022a, Salix 2022b) note that no special-status plant or wildlife species were observed in the Project site during surveys in 2018, 2021, and 2022. A rare plant survey was performed in the Project area in June 2018 for species listed as plants of concern under the Santa Rosa Plain Conservation Strategy (SRPCS), as well as 35 plant species returned in a 5-quad CNDDB and CNPS database search (Salix 2018) and no rare plants were detected. The Biological Resources Addendum (Salix 2022a) states that two special-status wildlife species were found to have some potential to occur on the site, including burrowing owl (*Athene cunicularia*) and white-tailed kite (*Elanus leucurus*). The remaining species returned in the 5-quad CNDDB database search were found to have no potential to occur on the Project site due to a lack of suitable habitat on the site (Salix 2022a).

Rincon Consultants, Inc. conducted an updated 9-quad search of the CNDDB and CNPS databases, centered on the Project site, as well as a current USFWS Information for Planning and Consultation (IPaC) Trust Resource Report that included a 2-mile buffer around the site to determine if state or federally listed species or federally designated critical habitat may occur in or adjacent to the Project site. An additional 35 special-status plant species and six special-status wildlife species were returned in the updated searches. Four of the six additional special-status wildlife species have a moderate or greater potential to occur on the site. These and the additional special-status plant species are discussed in more detail below and also listed in Appendix B.

Special-Status Wildlife

As stated above, two special-status wildlife species were found to have some potential to occur on the site according to the Biological Resources Addendum prepared by Salix in 2022 (Salix 2022a): burrowing owl and white-tailed kite. However, the Biological Resources Addendum did not state that suitable burrows were present on the site that would support burrowing owl, and the Project site is only mowed twice per year; therefore, the annual grasses are allowed to grow unmanaged for

most of the year. Since burrowing owls typically avoid habitat where visibility is compromised and/or predation risk is high (e.g. unmanaged vegetation, treed areas), the site does not provide suitable habitat for burrowing owl. The presence of trees and shrubs on the site that support raptors and other predators of burrowing owls, such as coyotes (*Canis latrans*), likely preclude burrowing owl from occurring. Rincon identified four special-status wildlife species in addition to white-tailed kite that have a moderate or greater potential to occur on the site, including monarch butterfly, pallid bat (*Antrozous pallidus*), Townsend's big eared bat (*Corynorhinus townsendii*), and western red bat. These 5 special-status wildlife species are discussed in more detail below.

White-tailed kite and other native nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) and CFGC Section 3503.5, which specifically protects raptors. Therefore, the proposed Project has the potential to impact native birds in the form of mortality of adults, chicks, or eggs, or destruction or abandonment of nests caused by construction activities. This impact is potentially significant and Mitigation Measure BIO-1 is required.

The Biological Resources Addendum (Salix 2022a, Salix 2022b) concludes that there is no roosting habitat for two special-status bat species returned in the 5-quad database search results, including Townsend's big-eared bat and pallid bat. However, Townsend's big-eared bats are known to roost in buildings, bridges, hollow trees, and other cave-like structures, and pallid bats are known to roost in trees, bridges, porches, and buildings (human occupied or vacant). Because there are numerous trees on the site (all of which except one would be removed), as well as culverts and buildings adjacent to the site, andthere is suitable foraging habitat for both species on the site, there is potential for these species to occur on the site. In addition, western red bat was included in the updated database searches performed by Rincon. Western red bat is a tree (foliage) roosting species and also has potential to occur on the site. Therefore, the proposed Project has the potential to impact roosting and foraging bats in the form of removal of roosting habitat through the removal of all trees but one on site or mortality of individual bats or maternity. Therefore, this impact is potentially significant and Mitigation Measure BIO-2 is required.

Monarch butterfly was included in the IPaC search results. Monarch adults make massive, multi-generation migrations from spring to fall, flying thousands of miles from overwintering sites in Mexico and on the California coast, through Central Mexico and California. They stop to feed on flower nectar and to roost together at night. Most mating happens before they journey north in the spring, when females lay single eggs along the way under host plant leaves (milkweed; Asclepias sp.), then the caterpillars eat milkweed flowers and leaves. Monarch was recently proposed for listing under FESA. If milkweed plants are present on the site, the proposed Project would result in impacts to this species in the form of mortality of adults, caterpillars, or eggs, loss of foraging and breeding habitat, and crushing or removal of milkweed plants that may support eggs and caterpillars. Therefore, impacts to monarch butterfly are potentially significant and Mitigation Measure BIO-3 is required.

Special-Status Plants

Should special-status plants be present on the Project site, the Project would result in impacts in the form of trampling or removal during construction. Rincon conducted an updated database search and identified four special-status plant species that have a moderate or greater potential to occur on the Project site due to the presence of suitable habitat and nearby documented occurrences in the CNDDB. These four species are discussed in more detail below.

Pappose tarplant (*Centromadia parryi* ssp. *parryi*; CRPR 1B.2) is an annual herb found in chaparral, coastal prairie, marshes and swamps, meadows and seeps, and valley and foothill grassland (often on alkaline soils) at elevations between 0-1,380 feet AMSL. It blooms from May to November. Suitable habitat for this species is present within and adjacent to the Project site and the nearest documented occurrence is 3.35 miles south of the Project site.

Fragrant fritillary (*Fritillaria liliacea*; CRPR 1B.2) is a perennial bulbiferous herb found in cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grassland (often on serpentine or clay soils) at elevations between 10-1,345 feet AMSL. It blooms from February to April. Suitable habitat for this species is present within and adjacent to the Project site, and the nearest documented occurrence is 4.53 miles northwest of the Project site.

Congested-headed hayfield tarplant (*Hemizonia congesta* ssp. *congesta*; CRPR 1B.2) is an annual herb found in valley and foothill grassland in grassy valleys and hills (often in fallow fields, sometimes along roadsides) at elevations between 65-1,835 feet AMSL. It blooms from April to November. Suitable habitat for this species is present within and adjacent to the Project site, and the nearest documented occurrence is 0.3 mile west of the Project site.

Marsh microseris (*Microseris paludosa*; CRPR 1B.2) is a perennial herb found in cismontane woodland, closed-cone coniferous forest, coastal scrub, and valley and foothill grassland at elevations between 15-1,165 feet AMSL. It blooms from April to July. Suitable habitat for this species is present within and adjacent to the Project site, and the nearest documented occurrence is 0.37 miles west of the Project site (although it is from 1981).

Because the previous rare plant survey is more than 5 years old and additional species were returned in the updated database search, there is potential for special-status plants to be present on the Project site. Impacts to special-status plants are potentially significant and Mitigation Measure BIO-4 is required.

Mitigation Measures

The following mitigation measures are required:

BIO-1 Preconstruction Nesting Bird Survey

A preconstruction nesting bird survey shall be performed by a qualified biologist no earlier than one week prior to any construction during the nesting season (March 1 – August 31) to determine if any native birds are nesting on or near the Project site (including a 250-foot buffer for raptors, where accessible). If any active nests are observed during surveys, a suitable avoidance buffer from the nests shall be determined by the qualified biologist based on species, location, and extent and type of planned construction activity. These nests shall be avoided until the chicks have fledged and/or the nests are no longer active, as determined by the qualified biologist. Any suitable nesting habitat (i.e., trees and vegetation) shall be removed outside of the breeding bird season where possible to avoid impacts to nesting birds. If construction begins outside of the nesting season, a preconstruction nesting bird survey shall not be necessary. If a lapse of 7 days or longer occurs during the nesting season, or construction stops during the non-nesting season and is expected to start again during the nesting season, a subsequent nesting bird survey shall be completed within 7 days prior to re-initiation of construction.

BIO-2 Special-Status Bats

To avoid impacts to foraging special-status bats, construction activities shall be limited to daylight hours (one hour after sunrise to one hour before sunset). Because it is not possible to detect bats that may be roosting in trees without using acoustic monitoring, a qualified biologist shall inspect any trees slated for removal or trimming at least 180 days prior to removal or trimming (or as soon as possible after CEQA approval), to determine if they contain appropriate roosting habitat (e.g., cavities, crevices, cracks, peeling bark, foliage, etc.). If suitable roosting habitat is detected during these inspections, the Project proponent shall consult with CDFW to determine an appropriate plan to avoid impacts to roosting bats, which may include preparation of a phased tree removal plan. If any bats are observed during construction activities, work shall be halted and postponed until a qualified biologist and/or CDFW is contacted to determine a proper strategy to address bats in the Project site.

BIO-3 Monarch Butterfly

If monarch butterfly is listed under the federal ESA prior to construction, all milkweed plants within the disturbance footprint shall be mapped by a qualified botanist with a mobile data collection device and flagged in the field. These plants shall be protected with high visibility fencing and avoided during construction with a 15-foot buffer wherever possible. Milkweed plants that cannot be avoided during construction shall be searched by a qualified biologist for monarch eggs or caterpillars. Any milkweed plants that have monarch eggs or caterpillars shall be avoided until the caterpillars have metamorphosed into adults. If avoidance is not possible, the Project proponent shall consult with USFWS to determine a strategy to avoid impacts to monarchs.

For plants absent of eggs or caterpillars, the plants shall be counted and recorded and the Project proponent shall mitigate for the loss of milkweed plants by planting native milkweed species within areas of the Project that would support establishment of milkweed. If establishment within the Project footprint is not feasible due to a lack of appropriate habitat or space, the Project proponent shall consult with USFWS to determine a strategy to mitigate for impacts to monarchs, which may include establishment of milkweed offsite. For each plant directly impacted by the Project (e.g., removed by grading), at least one native milkweed plant shall be planted and established from seed or container stock. Seeds or plants shall be sourced from genetic materials acquired as close to the Project site as possible (either collected directly from impacted plants or sourced from a commercial supplier from the County or as near to the County as available). Any milkweed container plants used shall be certified to have been produced without pesticides including but not limited to neonicotinoid insecticides. Milkweed plants shall be monitored for survival for no less than three years, and replanted if plants die.

BIO-4 Special-Status Plants

During the season prior to the onset of construction and within the blooming period for special-status plants that may occur on the Project site, a qualified botanist shall perform a rare plant survey within the Project site to determine if any special-status plants are evident and identifiable. The botanical field survey shall be floristic in nature, meaning that every plant taxon that occurs in the Project site is identified to the taxonomic level necessary to determine rarity and listing status. Visits to reference sites may also be warranted to determine whether the target species are identifiable at the times of year the botanical field survey takes place, and to obtain a visual image of the special-status plant, associated habitat, and associated natural communities. Should any special-status plant species be encountered during surveys, consultation with CDFW shall be

initiated to determine the best way to avoid or mitigate impacts to the species, likely either by avoidance of individuals, harvesting and broadcasting seeds, or relocation of individual plants.

Significance After Mitigation

With implementation of mitigation measures BIO-1 through BIO-4 above there would be no substantial adverse effects to these species and impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?

The Project site is dominated by non-native annual grasses and some clusters of oak trees along the eastern and western sides of the Project area. No riparian habitat or sensitive natural communities were observed during the field survey performed by Salix Consulting, Inc. in 2018 or 2021. The nearest USFWS designated critical habitat is located approximately 2.6 miles south of the Project site for California tiger salamander (*Ambystoma californiense*). The Project would not result in any impacts to riparian habitat or sensitive natural communities; therefore, there would be no impact.

NO IMPACT

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?

A wetland delineation was performed throughout the Project site by Salix Consulting Inc., on May 6, 2021. A drainage ditch that flows parallel to Arata Lane was mapped along a portion of the southern boundary of the site. This ditch is approximately 0.008 acre and has a rocky bottom with sparse vegetation containing curly dock and Italian ryegrass, and a portion of it contains Himalayan blackberry (*Rubus armeniacus*). It carries water from Arata Lane and the local residential area and flows through a culvert under Arata Lane to the south.

The drainage ditch does not meet the definition of “waters of the U.S.”, which are defined as “those relatively permanent, standing or continuously flowing bodies of water forming geographic[al] features that are described in ordinary parlance as streams, oceans, rivers, and lakes.” as confirmed by USACE in December 2025.

The drainage ditch would, however, could be considered “waters of the state” under the Porter-Cologne Water Quality Control Act of California. In Sonoma County, the State agency that regulates the discharge of fill into waters of the state is the North Coast Regional Water Quality Control Board.

Further, although the drainage ditch did not exhibit a bed and bank at the time of the delineation, the drainage ditch may also fall under jurisdiction of CDFW pursuant to Section 1600 et seq. of the California Fish and Game Code. Should the ditch be subject to CDFW jurisdiction, impacts to the drainage could require a Lake and Streambed Alteration Agreement (LSA) from the CDFW for any grading or fill activity within the drainage. As such, the Project proponent should consult with CDFW prior to implementation of the Project to determine jurisdiction and apply for an LSA, if required by CDFW.

Impacts to the drainage in the form of grading or filling could be considered significant under CEQA. Therefore, this impact is potentially significant and Mitigation Measure BIO-5 is required.

Mitigation Measure

The following mitigation measure is required:

BIO-5 Jurisdictional Waters of the State

To ensure compliance with the Porter-Cologne Water Quality Act for waters of the state, including non-federal waters, if avoidance of the drainage ditch in the southern portion of the Project area is not feasible, an application for Waste Discharge Requirements shall be submitted to the Regional Water Quality Control Board (RWQCB). In addition, should the drainage ditch be subject to California Department of Fish and Wildlife (CDFW) jurisdiction, an application for a Lake and Streambed Alteration Agreement would need to be submitted to CDFW for review and approval. As part of the permitting process, the applicant will be required to provide compensatory mitigation to mitigate impacts to the drainage ditch, typically at ratio of 1:1. This could include the use of mitigation credits or an in-lieu fee program, or a permittee responsible program. The exact details of the compensatory mitigation strategy shall be finalized during consultation with the agencies during the permitting process.

Significance After Mitigation

With implementation of Mitigation Measure BIO-5, this impact would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. The Project site is bound by Arata Lane to the south, a surface parking lot and religious facility (Newsong Church) to the west, rural residential and undeveloped land to the north and northwest, and a single-family residence to the east. The area east of the Project site is planned for single-family residential development (the Quail Acres Project). In addition, substantial development south of the Project site in the larger area of Windsor creates a barrier to movement along the State Route 101 corridor in general. The Project site is in proximity to development and was previously used for agricultural purposes. As such, wildlife species that do use the site are limited to those resident species adapted to life in proximity to human development, such as American crow (*Corvus brachyrhynchos*), coyote (*Canis latrans*), and black-tailed jackrabbit (*Lepus californicus*), or common avian species that use the site seasonally for foraging, breeding, and/or cover (Salix 2022). Temporary effects due to noise and increased human activity during Project construction would not substantially interfere with wildlife movement patterns over time or affect the ability of these species to forage or reproduce after the Project is constructed. Species that move through the site to access food and cover resources adjacent to the site would retain the opportunity to find these resources via the Arata Lane corridor and rural residential areas to the east.

The Project site is not considered a native wildlife nursery site or established native resident or migratory wildlife corridor by CDFW or any other agency or jurisdiction, and is not considered an essential connectivity area under the California Essential Habitat Connectivity Project (Spencer et al. 2010). Similarly, the Project site is mapped as having “connections with implementation flexibility”

by the California Essential Habitat Connectivity Project. Therefore, impacts to wildlife movement and wildlife nursery sites would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The Environmental Resource Elements of the Windsor 2040 General Plan includes several policies for the protection of biological resources including the following:

Policy ER-6.1 **Protection of Biological and Ecological Resources.** The Town shall protect significant biological and ecological resources in Windsor, including:

a. Wetlands, in particular, high value wetlands
b. Rare, threatened, or endangered species
c. Vulnerable habitats
d. Vernal pools
e. Oak groves and woodlands
f. Riparian woodlands
g. Heritage trees

Policy ER-6.4 **Compliance with State and Federal Wetland Regulations.** The Town shall ensure that development projects that would fill wetlands or vernal pools conform with applicable State and Federal regulations regarding the protection of these resources**.**

Policy ER-6.7 **Preservation of Oak Woodlands.** The Town shall encourage the preservation of oak woodlands and significant stands of oaks and heritage trees. Development plans should indicate preservation of these resources to the fullest extent feasible and restrict pavement and other encroachments within the root zones of oak trees to ensure their longterm survival. Should removal be necessary, the project applicant shall be required to plant replacement trees or removal can be done through the payment of an in-lieu fee.

Policy ER-6.8 **Tree Protection During Construction.** The Town shall require proper measures be implemented to ensure the long-term survival of trees designated in the Tree Preservation and Protection Ordinance during construction activities. Fencing around individual trees or groups of trees shall be required to protect them from compaction and mechanical injury.

A potentially jurisdictional drainage ditch and oak tree clusters occur on the site, and sensitive plant and wildlife species may occur on the site. As discussed above under checklist questions (a) and (c), the Project has the potential to impact special-status species and a drainage ditch and therefore has the potential to conflict with Policy ER-6.1 which calls for the protection of rare, threatened, or endangered species and Policy ER-6.4 which calls for the protection of wetlands. However, implementation of Mitigation Measures BIO-1 through BIO-5 listed above would reduce impacts to jurisdictional waters and sensitive plant and wildlife species to less than significant. Therefore, with implementation of mitigation, the Project would not conflict with applicable General Plan policies adopted for the protection of biological resources.

In addition, the Town of Windsor has adopted a Tree Preservation and Protection Ordinance, which regulates protection, preservation, maintenance, and removal of protected trees. 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 12 inches or greater, and California buckeye with a dbh of six inches or greater. Multiple trunk trees must possess at least one trunk with the above dbh (based on species) to be considered protected. The Town of Windsor Tree Technical Manual (2003) outlines requirements for preservation and removal of protected trees.

A total of 37 trees would be removed under the Project, 35 of which would be considered "protected" based on the definition above (Horticultural Associates 2024). Therefore, because the Project would potentially conflict with the Town's tree protection ordinance and Policy ER- 6.7 and ER-6.8, this impact is potentially significant and Mitigation Measure BIO-6 is required.

Mitigation Measure

The following mitigation measure is required:

BIO-6 Protected Trees

The Project proponent shall acquire a tree removal permit from the Town of Windsor prior to removal of any protected trees on the site. A Tree Protection and Preservation Plan shall be prepared by the Project arborist or other arborist certified through the program of the International Society of Arboriculture (ISA). The Plan shall include the contents outlined in Section 2.2 of the Town of Windsor Tree Technical Manual (2003) and be submitted to the Town for review and approval. Trees that will not be removed but may be impacted by grading, soil compaction, or damage to roots shall be included in the Plan. Removal of protected trees shall require replacement, either on or off site. If on site replacement is not possible, the value of the tree shall be determined using the Tree Preservation and Protection Ordinance and paid to the Town to replace trees elsewhere in the Town.

Significance After Mitigation

Implementation of Mitigation Measure BIO-6 would reduce the level of impacts to protected trees to less than significant. In addition, implementation of mitigation measures BIO-1 through BIO-5 would reduce impacts related to consistency with the Town's adopted General Plan policies for the protection of biological resources. Therefore, overall potential conflict with local policies or ordinances protecting biological resources would be less than significant with implementation of mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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 Project site is not included in any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan areas. As of 2024, the County of Sonoma "Permit Sonoma", in collaboration with other interested local governments and agencies, has initiated the process of planning and developing a county-wide habitat conservation plan (HCP) under Section 10 of the ESA and a Natural Community Conservation Plan (NCCP) under

California Fish & Game Code Section 2835 (NCCP Act); however, this plan has not yet been drafted or adopted. Therefore, the Project would not conflict with the provisions of any such plans and no impact would occur.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource 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?	☐	☐	■	☐

Setting

The California Environmental Quality Act (CEQA) requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC] Section 21084.1). A historical resource is (1) a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); (2) a resource included in a local register of historical resources; and/or (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CEQA Guidelines Section 15064.5[a][1-3]). Historical resources may include eligible built environment resources and archaeological resources from any time period.

Pursuant to CEQA Guidelines Section 15064.5(a)(3), a resource is considered historically significant if it:

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

CEQA Guidelines Section 15064.5(c) provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a "unique archaeological resource" as identified in PRC Section 21083.2. If it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a-b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

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

CEQA Guidelines Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during implementation of a project.

The impact analysis included herein is organized based on the cultural resources checklist questions included in CEQA Guidelines Appendix G: Environmental Checklist Form. Checklist question 'a' broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, analysis under checklist question 'a' is limited to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to CEQA Guidelines Section 15064.5 and those that may be considered unique archaeological resources pursuant to PRC Section 21083.2, are considered under checklist question 'b'.

This section analyzes the Project's potential impacts related to cultural resources, including historical and archaeological resources as well as human remains. The analysis in this section is based on the Archaeological Resource Management Report prepared for the Project by Archaeological Resource Service (ARS) in January 2024 (Appendix C). The investigation consisted of a California Historical Resources Information System (CHRIS) records search at the Northwest Information Center (NWIC) of the Project site as well as a 0.5-mile radius around the Project site, a search of the Sacred Lands File (SLF) with the Native American Heritage Commission (NAHC), and a pedestrian survey of the Project site.

The NWIC records search identified 50 previously recorded cultural resources within a 0.5-mile radius of the Project site, including 49 historic-period built environment cultural resources and one precontact archaeological isolate. Of the resources recorded in the search radius, none are within or adjacent the current Project site. The results of the NAHC SLF search indicated the Project vicinity is positive of listed Sacred Lands. ARS contacted each tribal representative listed in the NAHC results on January 9, 2024 with no response. Sacred Lands File searches are based on township, range, and section and the positive result could be from anywhere within the section on which the Project falls.

No cultural resources were identified within the Project site during the pedestrian survey. Soils observed during the survey did not provide any indication of subsurface deposits (such as discoloration, the presence of mounds or depressions, etc.), nor was any evidence of prehistoric human occupation or of historic deposits or features observed.

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

As detailed above, no cultural resources were observed within the Project site as a result of the cultural resources assessment. As such, no historical resources would be materially impaired and the Project would result in no impact to historical resources as defined in CEQA Guidelines Section 15064.5(b).

NO IMPACT

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

The Cultural Resources Assessment conducted for the Project did not identify archaeological resources or archaeological deposits within the Project site. While no archaeological resources have been identified within the Project site as a result of the cultural resources assessment, there remains a possibility that subsurface resources may be encountered during Project construction. Therefore, the Project has the potential to result in significant impacts to archaeological resources. The following mitigation measure is required to ensure potential impacts to archaeological resources are reduced to less than significant levels.

Mitigation Measures

The following mitigation measure is required:

CUL-1 Unanticipated Discovery of Cultural Resources

In the event archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting or exceeding the Secretary of the Interior's Professional Qualifications Standards for Archeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource is determined to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, the qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of CCR Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any potential significant impacts to the resource. The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The Town shall review and approve the treatment plan and archaeological testing, as appropriate, and the resulting documentation shall be submitted to the regional repository of the CHRIS, per CCR Guidelines Section 15126.4(b)(3)(C).

Significance After Mitigation

Implementation of Mitigation Measure CUL-1 would reduce potential impacts to less than significant by ensuring any subsurface archaeological resources are identified and evaluated. Should any identified resources be identified as eligible for the CRHR, those resources would be avoided or appropriate measures, such as data recovery, would be identified on a case by case basis.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

No human remains are known to be present within the Project site. However, the discovery of human remains is always a possibility during ground-disturbing activities. If human remains are discovered during ground-disturbing activities, the State of California Health and Safety Code Section 7050.5 states no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner must notify the NAHC, which would determine and notify a Most Likely Descendent (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the Town shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, potential impacts to human remains would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

6 Energy

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

Setting

As of 2022, California is one of the lowest per capita energy users in the United States, ranked 49th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2025). Electricity is primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as alternative fuel vehicles. Most of California's electricity is generated in state with approximately 23 percent imported from the Northwest and Southwest in 2023; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2025a and 2025b). In addition, approximately 57.9 percent of California's electricity supply in 2023 came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2025a). In 2022, Senate Bill 1020 established clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state agencies by 2035. Electricity would be provided to the Project by Pacific Gas and Electric (PG&E). Table 3 summarizes the electricity consumption for Sonoma County, in which the Project site is located, and for PG&E, as compared to statewide consumption. Natural gas would not be consumed at the Project site; therefore, it is excluded from the analysis.

Table 3 2022 Electricity Consumption

Energy Type	Somona County	PG&E	California	PG&E Consumption Relative to Statewide	County Consumption Relative to Statewide[1]
Electricity (GWh)	2,880	77,887	287,826	27%	1%

GWh = gigawatt-hours; Pacific Gas and Electric

[1] For reference, the population of Somona County (478,152 persons) is approximately 1.2 percent of the population of California (39,128,162 persons) (California Department of Finance 2024).

Source: CEC 2025c

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being the seventh largest petroleum-producing state in the nation in 2023 (United States Energy Information Administration 2024). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 13,576 million gallons sold in 2023 (CEC 2024). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 2,316 million gallons sold in 2023 (CEC 2024). Table 4 summarizes the petroleum fuel consumption for Somona County, in which the Project site is located, as compared to statewide consumption.

Table 4 2023 Annual Gasoline and Diesel Consumption

Fuel Type	Somona County (million gallons)	California (million gallons)	County Proportion of Statewide Consumption[1]
Gasoline	184	13,576	1%
Diesel	32	2,316	1%

[1] For reference, the population of Somona County (478,152 persons) is approximately 1.2 percent of the population of California (39,128,162 persons) (California Department of Finance 2024).
Source: CEC 2024

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the Project's energy consumption are discussed in detail in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, respectively.

Impact Analysis

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?

Construction

Construction activities associated with the proposed Project would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as 2022 CALGreen, Project construction would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of the energy necessary to construct the proposed Project. Additionally, in the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Overall, the construction activities would be temporary and typical of those associated with development throughout the region. Therefore, the proposed Project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction impact related to energy consumption would be less than significant.

Operational

Operation of the Project would contribute to regional energy demand by consuming electricity, gasoline and diesel fuels. Electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by residents. Table 5 summarizes estimated operational energy consumption for the Project. As shown therein, Project operation would require approximately 36,248 gallons of gasoline and 9,862 gallons of diesel for transportation fuels, and 0.59 GWh of electricity. Vehicle trips associated with future residents would represent the greatest operational use of energy associated with the Project.

Table 5 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption[1]	
Transportation Fuels		
Gasoline	36,248 gallons	3,980 MMBtu
Diesel	9,862 gallons	1,257 MMBtu
Electricity	**0.59 GWh**	**2,013 MMBtu**

MMBtu = million metric British thermal units; GWh = gigawatt-hours

[1] Energy consumption is converted to MMBtu for each source, see Appendix D for energy calculation sheets for CalEEMod output results for electricity usage.

The Project would be served by PG&E, which supplied approximately 77,887 GWh of electricity in 2022. The Project's total electricity demand would be less than 0.001 percent of PG&E's projected low demand supply of 92,994 GWh in 2025 (CEC 2022). In addition, the Project would also comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation**.** California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. The 2022 Building Energy Efficiency Standards (CBC Title 24, Part 6) are the standards currently required for new construction. These standards require newly constructed buildings to meet energy performance standards set by the Energy Commission. As the name implies, these standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The Town currently requires CalGreen Tier 1. The Project would construct all-electric buildings and does not include natural gas appliances or plumbing. Additionally, the Project would comply with the latest CALGreen Tier 2 electric vehicles standards for single family land uses. Therefore, Project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The Town of Windsor 2040 General Plan contains policies such as Policy ER-5.14, Policy ER-15, and Policy H-8.1 intended to increase energy efficiency for new construction buildings in Windsor. The Project would install all-electric appliances and energy efficient appliances, consistent with the provisions of the Title 24 Building Energy Efficiency Standards.

With regard to transportation related energy usage, the Project would not conflict with the goals of Plan Bay Area 2050 which includes strategies to create healthy and safe streets. The Project would enhance connectivity with nearby residential neighborhoods, potentially encouraging walking and biking, thereby reducing reliance on motor vehicles. Furthermore, as detailed in the TIS prepared for the Project (Appendix A), the Project would generate a daily VMT below the Town's impact threshold, set at 15 percent below the existing average VMT per resident. Therefore, the Project would be consistent with plan Bay Area 2050, and CALGreen and Building Energy Efficiency Standards for appliances and electric charging provisions. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and no impact would occur.

NO IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (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?	☐	■	☐	☐

Setting

Active faults are defined by the State of California to be a fault that has surface displacement within the Holocene time (approximately the last 10,000 years). Potentially active faults as defined by the State of California to be a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years). Any fault that is sufficiently active describes a fault that has some evidence of Holocene displacement on one or more of its segments or branches. Associated issues with earthquakes include liquefaction, which is the rapid transformation of sediment to a fluid-like state. It occurs when water-saturated, loose to medium dense, relatively clay-free sands and silts are subjected to earthquake ground motion.

The Bay Area contains both active and potentially active faults. Major active faults near the Project site are Rodgers Creek Fault, Maacama Fault, and the San Andreas Fault. There are no faults that run through the Project site (DOC 2025).

The Project site is not within a state-designated liquefaction hazard zone and soils encountered on the Project site indicated they are potentially liquefiable (DOC 2025). The Town of Windsor has mapped the area as having moderate liquefaction susceptibility (Town of Windsor 2018a).

Expansive soils are soils that swell in density and volume as they absorb water and contract as they lose water. Associated problems include cracking and deterioration of roadway surface, as they expand and contract during seasonal wet and dry cycles. According to the Natural Resources Conservation Service, the soils on the Project site are Huichica Loam which have a 3.9 percent linear extensibility. This level of linear extensibility indicates the soils on site have a moderate shrink-swell potential (United States Department of Agriculture [USDA] 2007).

Impact Analysis

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?

Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. According to the California Department of Conservation the Project site is not within an active fault zone. The nearest active fault to the Project site is the Rodgers Creek Fault, which is approximately 1.8 miles east of the Project site (DOC 2025). Accordingly, because the site is not underlain by an active fault delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, there would not be a risk of loss, injury, or death involving fault rupture. The Project would have no impact.

LESS-THAN-SIGNIFICANT IMPACT

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?

As discussed in the prior impact analysis, a.1., the Project is less than two miles from the Rodgers Creek Fault. Additionally, the Project is within the San Francisco Bay Area which is known for having earthquake hazards present. Therefore, the Project site would be susceptible to strong seismic ground shaking. The Project would be required to comply with the 2022CBC), as adopted in Sections 7-2-100 and 7-2-101 of the WMC. The California Building Code includes seismic safety requirements for residential development, such as the seismic standards found in Title 24, Part 10 of

the California Building Code. Compliance with the California Building Code would reduce the risk of loss, injury, or death involving strong seismic ground shaking. Accordingly, the Project would not have potential to directly or indirectly cause adverse effects related to strong seismic ground shaking. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

According to the U.S. Geological Survey, liquefaction takes place when loosely packed, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking. Liquefaction occurring beneath buildings and other structures can cause major damage during earthquakes (Town of Windsor 2018a). The Project site is in an area mapped as having moderate liquefaction susceptibility (Town of Windsor 2018a). Compliance with the CBC, which includes seismic safety requirements, would reduce the impacts associated with seismic-related ground failure such as liquefaction. Therefore, impacts related to liquefaction would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 site is flat and does not contain any steep grades or hillsides. The Project is not within an area mapped as having high potential for seismically induced landslides (DOC 2025). The Project would have no impact related to landslides.

NO IMPACT

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

Construction of the Project would involve removing existing vegetation cover on the Project site and ground disturbance, such as grading and utility excavation. The removal of vegetation cover combined with the loosening and exposure of soils from ground disturbance would increase the potential for erosion or loss of topsoil. Because construction of the Project would disturb more than one acre of land, the Project applicant and its contractors must comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Pursuant to the Construction General Permit, a Stormwater Pollution Prevention Plan must be prepared and implemented. The Stormwater Pollution Prevention Plan must include appropriate erosion-control and water-quality-control measures, sometimes called construction best management practices, such as silt fences and water bars. Implementation of these best management practices would reduce erosion potential and prevent the loss of topsoil during Project construction. Additionally, WMC Section 9-4-304 includes regulations for projects that would disturb more than one acre of land, including requiring the preparation of an erosion and sediment control plan.

During Project operation the potential for on-site erosion would be negligible because the Project site would be developed with impervious surfaces such as residential buildings, sidewalk, and asphalt roadway and parking areas. Areas that are not impervious would be landscaped or otherwise have vegetation cover. Soil and vegetation on the Project site would break the impact of falling precipitation and have roots and provide groundcover to prevent erosion. Because implementation of the Stormwater Pollution Prevention Plan would minimize erosion during

construction and erosion during operation would be negligible, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 discussed previously, the Project would involve grading and excavation, which would involve moving soils. These construction activities would potentially cause unstable soils; however, the Project site is not within an area of high liquefaction or landslide susceptibility (Town of Windsor 2018a, DOC 2025). Therefore, there is low risk of landslide, lateral spreading, subsidence, liquefaction, or collapse on the Project site. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to the Natural Resources Conservation Service, the soils on the Project site are Huichica Loam which have a 3.9 percent linear extensibility. This level of linear extensibility indicates the soils on site have a moderate shrink-swell potential (USDA 2007). The USDA indicates that soils with a linear extensibility rating above three percent can result in shrinking and swelling that can cause damage to buildings, roads, and other structures (USDA n.d.). The Project would be required to comply with the CBC, as adopted in the WMC, 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 these regulations would reduce impacts associated with expansive soils on the Project site to be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 Project would not include septic tanks or alternative wastewater disposal systems. The Project would be connected to Town utilities for wastewater disposal. Therefore, no impact related to septic tanks or alternative wastewater disposal systems would occur as a result of the Project.

NO IMPACT

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

According to Figure 10, Paleontological Sensitivity of Geologic Units within the 2040 General Plan Area, of the 2040 General Plan EIR, the Project site is located in an area identified as having Low Paleontological Sensitivity. Additionally, the maximum Project excavation would be 1.5 feet over majority of the Project site and 5 feet for the bioretention bed. While there are no known paleontological resources on the Project site, the following mitigation measure would be required to reduce impacts associated with any unanticipated discovery of paleontological resources or unique geological features on the Project site:

Mitigation Measures

The following mitigation measure is required:

GEO-1 Unanticipated Discovery of Paleontological Resources

The Project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If a potential fossil is discovered during Project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation efforts related to paleontological resources consistent with the Society of Vertebrate Paleontology (2010) standards, which may include, but are not limited to: paleontological monitoring; fossil salvage, preparation, and curation; and reporting to summarize the paleontological mitigation efforts.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1 would reduce potential impacts to less than significant by ensuring any potential fossil discovered during Project construction would be examined by Qualified Professional Paleontologist. Should any fossils be identified, the Qualified Professional Paleontologist would direct mitigation efforts would be implemented on a case-by-case basis to reduce impacts to the fossil.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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?	☐	☐	■	☐

Setting

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and from human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of a specific GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO_2 on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).

The United Nations IPCC expressed that the rise and continued growth of atmospheric CO_2 concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, a total of 2,390 gigatons of anthropogenic CO_2 was emitted. It is likely that

anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Natural Resource Agency 2019).

Significance Threshold

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA guidelines*, Section 15064[h][1]).

According to the CEQA Guidelines, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the proposed Project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (2016) in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions.

BAAQMD, California Office of Planning and Research, CARB, CAPCOA, other state or applicable regional agencies do not have adopted numerical significance thresholds for assessing GHG emissions that would be applicable to the proposed Project. BAAQMD has adopted qualitative CEQA thresholds for GHG emissions in their 2022 *California Environmental Quality Act Air Quality Guidelines* manual. Based on BAAQMD's thresholds, land use projects must include either A or B below to be determined to have less than significant impacts with respect to GHG emissions (BAAQMD 2023d).

A. Projects must include, at a minimum, the following project design elements:
    1. Buildings
        a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
        b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
    2. Transportation
        a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
            i. Residential projects: 15 percent below the existing VMT per capita

ii. Office projects: 15 percent below the existing VMT per employee

iii. Retail projects: no net increase in existing VMT

b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

In accordance with CEQA Guidelines Section 15064[h] and part A of the BAAQMD guidance, consistency with the BAAQMD's CEQA thresholds for GHG emissions is used to determine the significance of this Project.

The Town of Windsor does not currently have a qualified climate action plan. However, the Town of Windsor 2040 General Plan does establish GHG emission reduction targets for projects through 2050. To determine compliance with the General Plan, the Town has developed a GHG Checklist, described in more detail below. The GHG Checklist is designed to implement General Plan Policy ER-5.3, Greenhouse Gas Target, Policy ER-5.10, Energy Performance Standards, and Implementation Measure ER-5. Projects that are consistent with the GHG Checklist are consistent with the Town's GHG reduction strategies and will be found to have a less than significant impact to GHG emissions. Projects that are not consistent with the GHG Checklist are deemed to have a potentially significant impact to GHG emissions and would require further environmental review.

Impact Analysis

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

BAAQMD's 2022 CEQA Guidelines recommend using the approach endorsed by the California Supreme Court in *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) (62 Cal.4th 204), which evaluates a project based on its effect on California's efforts to meet the State's long-term climate goals. If a project contributes its 'fair share' of what is required to achieve those long-term climate goals, a reviewing agency can determine that the impact will not be significant, as the project will help address global climate change. BAAQMD recommends that land use projects contribute their 'fair share' by reducing GHG emissions through measures such as energy-efficient building designs, the use of renewable energy sources, and sustainable transportation options. The analysis evaluates its 'fair share' through part A of the BAAQMD guidance.

The Project would be consistent with BAAQMD criteria for buildings since it would include all-electric buildings that do not include natural gas appliances or plumbing. The Project would comply with the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation during construction, which imposes limits on idling and restricts the use of older vehicles; this would reduce fuel consumption and lead to the use of fuel-efficient vehicles on the construction site. Construction equipment would also be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. In addition, as detailed in Section 6, *Energy*, the total electricity demand during Project operations would be less than 0.001 percent of PG&E's energy supply. Therefore, the Project would not result in wasteful or unnecessary energy consumption during construction and operation or conflict with existing energy standards and regulations and would be consistent with the BAAQMD building thresholds.

As discussed in the TIS prepared for the Project (Appendix A), the Project would generate a daily VMT rate of 12.66 VMT per capita, which is below the Town's impact threshold of 14.11 daily VMT, set at 15 percent below the existing average VMT per resident. In addition, the Project would comply with the latest CALGreen Tier 2 electric vehicle requirements for single-family land uses. Therefore, the Project would be consistent with the BAAQMD transportation GHG thresholds. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

To analyze whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, the analysis considers the Project's consistency with the Town of Windsor's 2040 General Plan. The Town of Windsor's 2040 General Plan includes a GHG Checklist to determine a project's consistency with the General Plan's GHG emission reduction targets, which align with California's Assembly Bill 32 and Senate Bill 32. Statewide GHG emissions are to return to 1990 levels by 2020 and achieve a 40 percent reduction below 1990 levels by 2030. To evaluate consistency with these targets at the project level, the GHG Checklist uses the following steps.

First, the GHG Checklist asks whether the project is consistent with the approved General Plan land use designation for the project site. The GHG Checklist then divides projects into two categories. Category A projects are those that are consistent with the General Plan land use designation for the project site, while Category B projects are those that are inconsistent with the General Plan land use designation for the project site.

The Project is not consistent with the General Plan land use designation and is, therefore, a Category B project under the GHG Checklist. For Category B projects, the applicant must first complete the Town of Windsor General Plan GHG Policy Consistency Checklist and submit the Checklist for Town staff review and approval. The Project applicant has completed and submitted the Checklist to Town staff and Town staff have reviewed and approved the Checklist as demonstrating that the Project is consistent with Town policies for the reduction of GHG emissions (Appendix E). The second step for Category B projects is to demonstrate consistency with BAAQMD GHG design elements. As set forth above, the Project would meet both BAAQMD's requirements for buildings and for transportation.

Therefore, the Project has demonstrated consistency with the Town's GHG Checklist and would result in a less than significant impact.

LESS-THAN-SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 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?	☐	☐	☐	■
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?	☐	■	☐	☐

Setting

The following resources were reviewed to determine if hazardous materials may be present at the Project site:

- Department of Toxic Substances Control (DTSC) Envirostor Database (DTSC 2025)
- California State Water Resources Control Board (SWRCB) GeoTracker (SWRCB 2025)
- List of "active Cease and Deists Orders and Cleanup and Abatement Orders from the Water Board (CalEPA 2025).
- California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Information System (CalRecycle 2016)

A search of the above listed government databases and environmental records compiled pursuant to Government Code Section 65962.5 did not reveal known hazardous materials sites on or adjacent to the Project site. Additionally, there are no hazardous sites listed per Section 65962.5(a) that are within 1000 feet of the Project site.

There are no schools within 0.25 mile of the Project site; however, the neighboring Quail Acres residential development project could include a 12-acre school site if the site is acquired by Windsor Unified School District.

Impact Analysis

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?

Construction

Project construction would include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, or solvents. Construction of the Project would be temporary and therefore Project construction would not be routine or require the routine transport, use, or disposal of hazardous materials. Nonetheless, if spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation regulations (U.S. Department of Transportation Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through the Resources Conservation and Recovery Act. The DTSC is responsible for implementing the Resources Conservation and Recovery Act program, as well as California's own hazardous waste laws. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. It does this primarily under the authority of Resources Conservation and Recovery Act and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste

Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and state requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Since the Project would disturb more than one acre of land, the applicant would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2022-0057-DWQ) to comply with Clean Water Act National Pollutant Discharge Elimination System requirements. Compliance with these requirements would include preparation of a Storm Water Pollution Prevention Plan, which would specify Best Management Practices (BMPs) for rapid containment and cleanup of accidental hazardous materials spills or leaks, such as minor spills when refueling Project construction equipment on-site. Compliance with existing regulations would reduce the risk of potential release of hazardous materials from spills and transport during Project construction.

Operation

The Project would involve the development of 32 residential units. Residential uses do not involve the routine transport, use, or disposal of large quantities of hazardous materials. Accordingly, operation of the Project would also not require the routine transport, use, or disposal of large quantities of hazardous materials. The proposed dwelling units would contain hazardous materials typical of residential uses in household quantities. Most hazardous materials, such as paint and household cleaning products, would be stored and used inside, where accidental spill would not expose the public or environment. For example, residents may store paint in their garage for touching up interior walls, but household paint is typically stored in the magnitude of a gallon or several gallons, which would not create a significant hazard to the public or the environment. Additionally, household chemicals, such as paint or cleaning products, would generally be used in the interior of the dwelling units and would not expose the public or environment. Hazardous materials used outdoors, such as gasoline for lawnmowers would also be used in quantities of a gallon or several gallons. Accidental upset of this quantity of hazardous materials would not create a significant hazard to the public or environment.

Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or related to hazards from accidental spill or release of hazardous materials. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

There are no schools within 0.25 mile of the Project site; however, the neighboring Quail Acres residential development project could include a 12-acre school site if the site is acquired by Windsor Unified School District. As described in the analysis for checklist question ‘d’ later in this section, the Project site is not known to contain hazardous contamination such that it appears on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. The site is vacant and not previously developed, reducing the potential for hazardous contamination to be present. Accordingly, Project construction would have no impact related to emitting hazardous substances within 0.25 miles of a school.

Project operation would not involve the use or storage of hazardous materials other than minor household chemicals in household quantities. Though potentially hazardous materials such as fuels, lubricants, solvents, and oils could be used during Project construction, the transport, use and storage of hazardous materials would be conducted in accordance with applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR, Title 22. Accordingly, Project operation would have less than significant impacts related to emitting hazardous substances within 0.25 miles of a school.

LESS-THAN-SIGNIFICANT IMPACT

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?

Rincon Consultants queried the following State of California and federal databases to determine if the Project site appears on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. The query was conducted on February 3, 2025.

- Department of Toxic Substances Control Envirostor Database (DTSC 2025)
- California State Water Resources Control Board (SWRCB) GeoTracker (SWRCB 2025)
- List of "active Cease and Deists Orders and Cleanup and Abatement Orders from the Water Board (CalEPA 2025).
- California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Information System (CalRecycle 2016)

A search of the above listed government databases and environmental records compiled pursuant to Government Code Section 65962.5 did not reveal known hazardous materials sites on or adjacent to the Project site. Additionally, there are no hazardous sites listed per Section 65962.5(a) that are within 1000 feet of the Project site. Accordingly, the Project would have no impact related to creating hazards from working on a site appearing on a list compiled pursuant to Government Code Section 65962.5.

NO IMPACT

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?

There are no airports within two miles of the Project site. The nearest airport to the Project site is Charles M. Schultz- Sonoma County Airport which is approximately 4.8 miles southwest of the Project site. The Project site is not within an airport land use study area for the Sonoma County Airport (Sonoma County Airport Land Use Commission 2016). Therefore, the Project would not result in a safety hazard or excessive noise due to proximity to an airport. The Project would have no impact.

NO IMPACT

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

Construction of the Project would involve a portion of the extension and realignment of Los Amigos Road, as shown in Figure 6, and creation of an internal roadway network to serve the proposed residential development. As discussed in Section 20, *Wildfire*, the proposed Project would have two ingress and egress points, but only the ingress /egress point on Arata Lane would be considered an emergency access point because the ingress/egress point on Los Amigos Road returns to Arata Lane. This means the proposed Project would not comply with the Town's Fire Code requirement for two access points for single-family development with more than 30 units. With Fire Marshal approval of one emergency access point for the proposed Project, impacts would be less than significant. However, considering Fire Marshal approval may not be secured, impacts related to emergency evacuation could be potentially significant. Mitigation Measure WILD-1, listed in Section 20, *Wildfire,* would ensure that no more than 30 residential units would be constructed at the Project site without Fire Marshal approval of a single emergency access point. With implementation of Mitigation Measure WILD-1, impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

As discussed in Section 20, *Wildfire*, the site is mapped within a Moderate Fire Hazard Severity Zone (FHSZ). The Project site is not near a mapped Very High FHSZ (CALFIRE 2024). The Project would be required to comply with the California Fire Code (adopted into the WMC under Title VI, Fire Prevention and Protection, Chapter 1, Article 2), and Project design would include building materials such as ignition-resistant siding, which is exterior wall cladding designed to withstand ignition from flames or radiant heat during a wildfire. Siding would be made from materials —such as fiber-cement, stucco, or brick. These products are tested to meet fire-resistance standards, helping protect structures in wildfire-prone areas. This would further reduce the risk of wildland fire on the Project site.

Additionally, areas surrounding the Project site consist of rural single-family homes and undeveloped land to the north and northeast, a church to the west, and single-family homes to the south, across Arata Lane, with more dense residential development further south and southeast of the Project site. Urban lands with denser development (exceeding 16 dwelling units per acre) have reduced vegetative fuel load as compared to the hillsides in the vicinity of the Project site. Urban street networks, including the Town's evacuation routes as illustrated in the 2040 General Plan PHS Element Figure PHS-3, provide sufficient emergency response access. In addition, as detailed in section 20, *Wildfire*, with implementation of Mitigation Measure WILD-1, the proposed Project would provide adequate emergency access and emergency evacuation egress. Furthermore, Arata Lane at the southern Project site boundary and the anticipated realigned portion of Los Amigos Road at the northeast portion of the site could all serve as fire breaks. Overall, impacts would be less than significant with implementation of Mitigation Measure WILD-1.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or 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?	☐	☐	■	☐

Setting

The Project site is in the Russian River Watershed and overlays the Santa Rosa Plain Basin of the Santa Rosa Valley Groundwater Basin. There are no waterways present on the Project site or immediate vicinity. The nearest waterbody is Sotoyome Creek which is approximately 1,500 feet northeast of the Project site.

The Project site is not within a 100-year floodplain mapped by the Federal Emergency Management Agency as part of its Flood Insurance Rate Map program (Federal Emergency Management Agency [FEMA] 2008).

Impact Analysis

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

Construction

Construction of the Project would involve grading, excavating, and other activities which could impact water quality and cause erosion. 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 1 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 Sonoma County, the North Coast 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 site. Additionally, the Windsor Public Works Director or designee has the authority to inspect facilities when a reasonable belief exists that there may be a violation of stormwater 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. These requirements would ensure that construction stormwater runoff does not degrade surface or groundwater quality in the vicinity of the site.

Operation

The Project would involve converting the Project site from undeveloped to developed. 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.

As described in the Project Description and the Project specific Stormwater Plan (Appendix F) the Project would implement low impact development BMPs to minimize water pollutants, including implementation of interceptor trees and a bioretention area located within the common space in the center of the Project site. There would also be bioretention curb openings installed along the west side of Los Amigos Road and the north side of Arata Lane. The bioretention beds and curb openings would stop suspended solids and hydrocarbons in runoff from moving to downstream receiving waters. Fine particle pollutants would be collected within vegetated buffers strips of the bioretention beds. Accordingly, the Project's BMPs would minimize water pollution during operation. Therefore, operational impacts would be less than significant.

Overall, compliance with the NPDES permit, C.3. requirements, and implementation of low impact development BMPs would reduce impacts to be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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. Santa Rosa Plain 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). A groundwater sustainability plan (GSP) was approved by the California Department of Water Resources for the Santa Rosa Valley – Santa Rosa Plan Subbasin in January 2023.

The Project site does not contain any existing groundwater wells and would not involve installation of new groundwater wells. Therefore, the Project would not involve groundwater extraction.

Groundwater recharge would be implemented site-wide with stormwater BMPs including implementation of interceptor trees and a bioretention area located within the common space in the center of the Project site. With implementation of these BMPs, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The Project would not alter the course of a river or stream because river and streams do not occur within the Project site. As described above in the analysis for checklist question 'a', construction of the Project would involve grading and excavation, which would substantially alter surface drainage patterns and loosen or expose soils, increasing the potential for erosion. However, because construction of the Project would disturb more than one acre of land, the Project would be required to comply with the NPDES Construction General Permit. Pursuant to the Construction General Permit, a Stormwater Pollution Prevention Plan (SWPPP) must be prepared and implemented. The SWPPP must include appropriate erosion-control and water-quality-control measures. These measures would prevent substantial erosion or siltation during Project construction.

While the Project would alter the existing drainage pattern of the site by increasing impervious surfaces, it would include construction of storm drain facilities on the Project site. Additionally, the Project would connect to planned storm drain improvements proposed for the neighboring Quail Acres residential development project along Los Amigos Road and Arata Lane.

Precipitation falling on the impervious surfaces of the Project, such as the proposed residential buildings, would be unable to infiltrate the ground surface and instead flow overland. However, this surface flow would not result in substantial erosion because during Project operation the runoff would flow over areas where soils are not exposed, such as paved driveways or landscaped lawns. Runoff would be directed to interceptor trees and bioretention areas where the minimal amounts of soil that is mobilized in runoff would settle out of the runoff. Accordingly, although the Project would add impervious surfaces to the Project site, covering soils with Project components (e.g., residential units, driveways, sidewalks, surface parking, circulation road, etc.) would prevent runoff from impervious surfaces from causing substantial erosion or siltation. Additionally, the interceptor trees and bioretention areas are intentionally designed to direct runoff into retention and infiltration of the ground surface into either groundwater aquifers or shallow subsurface flows that contribute to downstream surface flows. Therefore, the additional impervious surfaces added from the Project would not substantially alter the volume of surface water, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or result in flooding. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The Project site is not within a 100-year floodplain mapped by the Federal Emergency Management Agency as part of its Flood Insurance Rate Map program (FEMA 2025). The Project would not alter land beyond the Project site boundaries. Therefore, the Project would not directly affect a floodplain or flood flows.

The Project would increase the amount of impervious surface area on the Project site compared to existing conditions. The increased impervious surface area would have a corresponding increase in stormwater runoff. However, the Project includes on-site stormwater management facilities, such

as interceptor trees and bioretention areas. These types of stormwater management facilities are intentionally designed to promote the infiltration of runoff into the ground. Because the Project includes facilities that collect runoff and allow it to infiltrate the ground rather than becoming runoff in storm drains and nearby streams, the Project would not substantially redirect flood flows. Consequently, impacts of the Project related to impeding or redirecting flood flows would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The Project site is not within a 100-year floodplain mapped by the Federal Emergency Management Agency as part of its Flood Insurance Rate Map program (FEMA 2008). The Project site would not be inundated by flood waters because it is not within a flood plain.

Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. The Project site is not within tsunami zones (California Geological Survey [CGS] 2025). Accordingly, the Project would not be inundated by a tsunami.

Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The Project site is not adjacent to large bodies or water and does not contain water bodies. The Project would not be inundated by a seiche.

The Project is not susceptible to inundation for the reasons described above. Additionally, because the Project is residential, it would not involve the use and storage of large quantities of pollutants on-site. For example, households may keep up to a few gallons of paint to touch up walls, baseboards and so forth, or household cleaning products, which typically come in containers of less than a gallon. Therefore, even if the site were to be inundated, there would be a low risk associated with release of pollutants from the proposed residential units which have substantial effects on the environment. No impact related to the release of pollutants from inundation of the Project would occur.

NO IMPACT

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 checklist question 'a', the Project would be required to comply with NPDES requirements, and the Code of the Town of Windsor which requires an erosion and sediment control plan for construction sites that is equivalent to the required SWPPP. Additionally, adherence to state and local policies would further maintain water quality.

As discussed under *criteria a* and *b* above, the Project site is within the GSP for the Santa Rosa Plain Subbasin. The Project would not prevent groundwater recharge, violate water quality standards, or degrade water quality during construction or operation. Therefore, the Project would not obstruct implementation of a water quality control plan. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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11 Land Use and Planning

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

Setting

As stated in the Project Description, the Project site has a General Plan land use designation of "General Business". The "General Business" designation provides for a range of uses including office, retail, and service activities, with a focus on professional office (Town of Windsor 2018a). The Project site is within the North of Arata Lane Community Place which is characterized by rural residential uses, agricultural, and undeveloped land. The North of Arata Lane area is envisioned in the General Plan to develop as a traditional neighborhood which includes a variety of residential densities organized around a neighborhood center, school parks and interconnected streets (Town of Windsor 2018a).

The Project site is zoned as Community Commercial (CC). According to WMC Section 17.12.020, the CC zone is applied to areas suitable for restaurants, shops, personal and business services. Single-unit residential is not a listed use in the CC zone.

Impact Analysis

a. Would the project physically divide an established community?

The Project would be limited to the Project site except for the extension of Los Amigos Road which would serve to connect the proposed Project with Arata Lane. The proposed Project would not include features that could impede access between or within neighborhoods. Accordingly, the Project would not divide an established community. No impact would occur.

NO IMPACT

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?

The Project site is designated as "General Business" under the Windsor General Plan and is zoned as Community Commercial (CC). However, the Project is proposed under the provisions of California Government Code Section 65589.5(D)(5), which is commonly referred to as "Builder's Remedy" and is a "housing development project" under the Housing Crisis Act (SB 330) and Housing Accountability Act. Under these provisions, the Town may not disapprove the Project because of

inconsistency with the Town's Zoning Ordinance or General Plan. As such, the analysis included in this IS-MND evaluates the Project's consistency with the General Plan and Zoning designations that are appropriate for the Project which in this case is the Medium Density Residential (MDR) General Plan land use designation and Medium Density Residential zoning designation. Both of these designations allow for residential uses up to 16 dwelling units per acre and allow small lot single family units. The proposed Project would include involve residential uses with a density of 11.8 units per acre and single-family homes on small lots; therefore, the Project would be consistent with the allowed uses and density of the MDR designation. The Project does not involve rezoning or changing the General Plan land use designation of the Project site.

The Project as proposed is also entitled under California State Density Bonus Law, California Government Code Section 65915, to a density bonus, incentives or concessions, waivers or reductions of development standards, and parking ratios because it provides 13 percent of the units as affordable to lower income households. The Project is eligible under for an applicable density bonus, two incentives or concessions, unlimited waivers of development standards, and specified parking ratios and requirements[3]. The Project is requesting the following waivers under the California State Density Bonus Law (SDBL): lot size, lot width and depth, building envelope depth, lot coverage, building setbacks (front, side, street side, and rear), street facing facades and entries, and a reduction in the depth of uncovered parking spaces that is consistent with the size required in the updated Zoning Code adopted in November 2024. The Project is also requesting the application of SDBL parking standards for the duet units to allow tandem and uncovered parking.

Furthermore, the Project is within the North of Arata Lane Community Place area. General Plan Policy LU-14.2 calls for development in this area to have an efficient development pattern with smaller single-family parcels under 7,000 square feet and attached townhomes. The Project would contribute to the vision for Policy LU-14.2 as it would include single-family "duet style" attached homes and detached homes that would have lot sizes under 7,000 square feet.

The Project would not conflict with any federal or state policies or regulations as discussed throughout this checklist. Relevant goals and policies adopted for the purpose of avoiding or mitigating an environmental effect in the Town of Windsor General Plan that are applicable to the Project are discussed in each issue area throughout this Initial Study. As described throughout this Initial Study, the Project would be consistent with policies adopted for the purposes of mitigating an environmental effect including the Clean Air Plan (see Section 3, *Air Quality*), Plan Bay Area 2050 (see Section 5, *Energy*), and General Plan policies. Mitigation measures identified for impacts to jurisdictional waters, sensitive plant and wildlife species, and protected trees as discussed in Section 4, *Biological Resources,* would ensure that the Project would not conflict with General Plan policies related to biological resources. Mitigation identified for potential cultural resources and tribal cultural resources impacts would ensure that the Project would not conflict with the General Plan policies related to cultural resources. As such, the Project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

[3] This is based on parking requirements for single-family development as included in the Town's Zoning Code.

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of 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?	☐	☐	☐	■

Setting

According to the Town of Windsor General Plan, there are no mineral resources within the Town (Town of Windsor 2018a). The Project site is not zoned or designated for mining uses and no active mining operations are in the Project site or vicinity.

Impact Analysis

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 above, according to the Town of Windsor General Plan, there are no mineral resources within the Town (Town of Windsor 2018a). Furthermore, the Project site is not zoned or designated for mining uses and no active mining operations are in the Project site or vicinity. The Project would not result in the loss of availability of a known mineral resource that would be of value to the residents of the state and the region, nor would it result in the loss of a locally important mineral resource recovery site. The Project does not involve developing currently undeveloped land with the potential to contain valuable mineral resources. Therefore, the Project would have no impact on mineral resources.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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?	☐	☐	■	☐

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source

increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels.

DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this analysis are the equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL).

The L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using CNEL, which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV). The PPV is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as

blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as, vibratory compaction or excavation, are based on information contained in the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). Groundborne vibration levels that could induce potential architectural damage to buildings are identified in Table 6. Based on FTA recommendations, limiting vibration levels to below 0.2 in/sec PPV at non-engineered timber and masonry buildings (which would apply to the nearby buildings) would prevent architectural damage.

Table 6 Groundborne Vibration Architectural Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

in/sec = inches per second; PPV = peak particle velocity
Source: FTA 2018

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Town of Windsor 2040 General Plan (Town of Windsor 2023) defines noise-sensitive land uses as residential neighborhoods, schools, houses of worship, hospitals, and convalescent homes. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. The closest noise-sensitive receptors nearest to the Project site are the Newsong Church adjacent to the Project boundary to the west, and a single-family residence 20 feet to the east of the eastern Project boundary at 267 Arata Lane.

Existing Noise Setting

The predominant source of noise in the Town of Windsor, as in most communities, is motor vehicles moving along roadways. Noise-generating roadways nearest to the Project site include Highway 101, Old Redwood Highway and Arata Lane, among others.

Town of Windsor Noise Standards

Town of Windsor 2040 General Plan

The following goals and policies applicable to the Project in the Noise Section of the Public Health and Safety Element are as follows:

Goal PHS-8: Minimize, control, and abate noise interference from indoor and outdoor noise sources and activities that exceed desirable sound levels.

Policy PHS-8.1: Ambient Sound Levels for New Development. The Town shall encourage new development to maintain the current ambient sound environment as much as possible. All noise sources that cause the ambient sound levels to rise by more than 5 dBA should be required to incorporate conditions or design modifications to reduce the potential increase in the noise environment

Policy PHS-8.2: **Exterior Noise Standards for New Development.** The Town shall require new development to meet exterior noise level standards as established in the noise and land use compatibility guidelines contained in Table 7. For residential areas, these exterior noise guidelines apply to the primary usable outdoor area

Policy PHS-8.3: **Interior Noise Threshold for New Residential.** The Town shall require new residential projects to provide for an interior CNEL of 45 dB or less due to exterior noise sources. To accomplish this, all residential and other noise sensitive land uses within the 60 dB contours or greater as defined in (Figure PHS-10) should be reviewed to ensure that adequate noise attenuation has been incorporated into the design of the project

Policy PHS-8.4: **Residential Compatibility with the Airport.** The Town shall not permit residential development within the 2030 projected 60 dB noise contour of the Sonoma County Airport (Figure PHS-12[4])

Policy PHS-8.5: **Noise Attenuation Techniques.** The Town shall encourage new development to identify alternatives to the use of sound walls to attenuate noise impacts. Other techniques that would be viewed more favorably by the Town include:

a. Modifications to site planning such as incorporating setbacks; and
b. Revisions to the architectural layout such as changing building orientation, providing noise attenuation for portions of outdoor yards, and construction modification (e.g., noise attenuating windows).

   In the event that sound walls are the only practicable alternative, such walls shall be subject to development review to ensure that they are designed to be as aesthetically pleasing as possible, incorporating landscaping, variations in color and patterns, and/or changes in texture or building materials.

Policy PHS-8.10: **Construction Site Noise Restrictions.** The Town shall restrict construction working hours as designated in the Municipal Code, Title VII Building and Housing Section, to allow efficient construction mobilization and activities, while also protecting the noise environment of noise sensitive land uses.

[4] Note that the reference to PHS-10 is a typo in the General Plan. The correct figure that should be referenced in this policy is Figure PHS-12: 2040 Noise Contours.

Table 7 Maximum Noise Level by Receiving Land Use

Type of Land Use	Time Interval	Exterior Noise dBA
Single- or multi-family residential	7 a.m. to 10 p.m. 10 p.m. to 7 p.m.	55 50
Commercial	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	65 55
Industrial or manufacturing	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	60 55
Light Industrial/Industrial Park Zones	Anytime	70
Public parks, public open space, and Civic Center	7 a.m. to 10 p.m. 10 p.m. to 7 a.m.	55 50

Source: Town of Windsor General Plan Table PHS-1

Notes: In addition, Section 7-1-190 of the Town of Windsor Municipal Code restricts the timing of construction activities authorized by a Town permit to the hours of 7 a.m. to 7 p.m. Monday through Friday and 8 a.m. to 7 p.m. on Saturday

Table 8 Acceptable Exposure Levels for Community Noise Environments

Land Use Category	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density Single family, Duplex, Mobile Home	50-55	55-70	70-75	75-85
Residential- Multi-family	50-60	60-70	70-75	75-85
Transient Lodging - Motel, Hotel	50-60	60-70	70-80	80-85
Schools, Libraries, Churches, Hospital, Nursing Home	50-65	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-65	NA	65-85
Sports Arena, Outdoor Spectator Sports	NA	50-70	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	70-80	80-85
Golf Course, Riding Stable, Water Recreation, Cemetery	50-70	NA	70-85	NA
Office Buildings, Business Commercial and Professional	50-65	65-75	75-85	NA
Industrial, Manufacturing Utilities, Agriculture	50-70	70-75	75-85	NA

Source: Town of Windsor General Plan Figure PHS-2

Town of Windsor Municipal Code

The Town of Windsor Municipal Code Section 7-1-1015 states that "construction, alteration or repair activities which are authorized by a valid Town permit may be conducted between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 7:00 p.m. on Saturday. No construction, alteration or repair activities shall be permitted on Sunday unless expressly authorized by the Building Official; but in no event shall such construction activity be permitted on Sunday before 9:00 a.m. or after 5:00 p.m."

Impact Analysis

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

Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the Project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation rate of 6 dBA per doubling of distance for stationary equipment.

Variation in power from construction equipment imposes additional complexity in characterizing the noise source level. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the Project site vicinity, exposing surrounding nearby receivers to increased noise levels, but only during certain times of day. Construction noise would typically be higher during the heavier periods of initial construction (i.e., demolition, site preparation and grading) and would be lower during the later construction phases (i.e., building construction, paving and architectural coating). Noise levels are based on the CalEEMod default construction equipment mix by phase from Section 3, *Air Quality*. It is assumed that diesel engines would power all construction equipment. However, construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Because the Town does not have a quantitative construction noise threshold, for purposes of analyzing impacts from this Project, the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) criteria were used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period (FTA 2018).

While construction activities would be located as close as 20 feet to the closest sensitive receptors, construction equipment is typically dispersed in various areas of the site, with only a limited amount of equipment operating near a given location at a particular time. Therefore, because equipment moves around the site throughout the workday it is industry standard practice to analyze average construction noise from the center of the site which is the approximate center of where noise is being generated. The FTA 2018 *Transit Noise and Vibration Impact Assessment* document recommends this approach on page 177, stating that for the distance variable in its construction noise calculation "assumes that all equipment operates at the center of the Project." In accordance with FTA recommendations, construction noise from demolition, site preparation, grading, building construction and architectural coating were analyzed from the center of the site, as construction equipment for these phases would be moving throughout the site. Construction noise from paving

was analyzed based upon the center of the proposed paving area to the sensitive receptors, as paving is proposed at different locations throughout the Project site.

The estimated noise levels of each construction phase, as well as distances to the nearest sensitive receptors, are shown in Table 9. As shown in Table 9, for the closest sensitive receptor to the Project site, which is approximately 130 feet from the center of the Project site, demolition and site preparation activity would generate a noise level of up to 76 dBA $L_{eq(8\text{-}hour)}$. In addition, as shown on Table 9, the shortest distance between the center of paving activity for the Los Amigos Road extension and sensitive receptors is approximately 45 feet to the single-family residence to the east. At a distance of 40 feet, paving would generate a noise level of up to 80 dBA $L_{eq(8\text{-}hour)}$ (RCNM calculations are included in Appendix G). Therefore, construction noise levels would not exceed the FTA noise threshold of 80 dBA $L_{eq(8\text{-}hour)}$ for the noise-sensitive receptors nearest to the Project site.

Table 9 Estimated Construction Noise Levels at Nearest Sensitive Receptors

	L_{eq} (8-hour) dBA			
Construction Phase	**RCNM Reference Noise Level at**	**Newsong Church to the West**	**Residence to the East**	**Residences to the South**
Distance (feet)[1]	**50**	**130**	**210**	**215**
Demolition	84	76	72	71
Site Preparation	84	76	72	71
Grading	83	75	71	70
Building Construction	75	67	63	62
Architectural Coating	74	66	62	61
Distance (feet)[2]	**50**	**130**	**40**	**65**
Paving	78	70	80	76

Source: Roadway Construction Noise Model. See Appendix G for modeling outputs.

[1] Distance measured from the center of the Project site to the noise-sensitive receptor

[2] Distance measured from the center of the proposed paving area to the noise-sensitive receptors

In addition, the Project would be built in compliance with the standard construction hours detailed in the Town of Windsor Municipal Code (WMC 2024) Section 7-1-1018, which allows for construction activities Monday through Friday between 7:00 a.m. to 7:00 p.m. and Saturday between 8:00 a.m. to 7:00 p.m. and no work on Sundays. Project construction activities would only occur during these allowed days and times. If construction is necessary outside of these allowable days and times, authorization would need to be granted by the Building Official. Therefore, impacts would be less than significant.

Operational Noise

Operational noise sources would include heating ventilation, and air conditioning [HVAC] units and traffic noise associated with the realigned Los Amigos Road and Project-generated traffic on area roadways.

On-Site Stationary Operational Noise

The primary on-site operational noise sources from the Project would be from one ground-mounted HVAC equipment per housing unit. Based on review of various manufacturer specifications for residential applications, a representative noise level of 65 dBA L_{max} at 3 feet for a 2.5-ton Carrier

24ABA4030 was selected for the analysis. HVAC units would be located as close as 20 feet from the eastern property line of the Newsong Church to the west on Arata Lane, and HVAC unit noise would attenuate to 49 dBA L_{max} at this distance. In addition, HVAC units would be located as close as 80 feet from the western property line of the single-family residence (267 Arata Lane) to the east of the Project; HVAC unit noise would attenuate to 36 dBA L_{max} at this distance. This would be below the Town's nighttime noise level threshold of 50 dBA L_{max}.

In addition to mechanical equipment, the Project would generate noise from conversations. Typically, a conversation between two people using a normal voice (not raised) at a distance of three feet is 60 dBA (Engineering ToolBox 2005). No amplified sound is proposed, and speech from conversations would quickly dissipate and would not interfere with surrounding outdoor activities and noise-sensitive uses. Furthermore, per Assembly Bill 1307 (2023), the effect of noise generated by residential Project occupants and their guests is not a significant effect on the environment.

Off-site Traffic Noise

EXISTING ROADWAY NOISE

The Project would generate new vehicle trips that would use existing area roadways. Pursuant to General Plan Policy PHS-8.1, stated above, the Project would have a significant traffic noise impact if ambient noise levels increased by more than 5 dBA.

Using information provided by W-Trans Traffic Engineers (W-Trans 2025), the proposed Project would generate up to 288 new daily peak vehicle trips that would increase noise levels on nearby existing roadways. The Project's increase in traffic noise was estimated by adding the Project daily trip generation to the existing average daily traffic (ADT) volume on the surrounding roadways according to Replica's modeled data about activity in the built environment (Replica 2023).

Traffic noise increases along other area roadways caused by Project traffic were estimated using the traffic data provided by W-Trans and the following formula: 10xLOG(2040 + Project traffic volume/baseline 2040 No Project traffic volume). As shown in Table 10, the existing ADT on Los Amigos Road, south of Arata Lane, is 2,083. This addition of 288 daily vehicle trips would result in an increase in traffic noise that would be approximately 0.6 dBA CNEL, which would be less than the allowable 5 dBA increase. Other roadways would have noise increases below 0.6 dBA CNEL. Therefore, impacts would be less than significant.

Table 10 Off-site Project Traffic Noise Increases at Existing Roadways (dBA L_{eq})

Roadway/Segment	Existing ADT[1]	Existing + Project ADT	Increase[2] (dBA L_{eq})
Arata Lane - West of Los Amigos Road	9,149	9,437	0.1
Arata Lane - East of Los Amigos Road	7,372	7,660	0.2
Los Amigos Road - South of Arata	2,083	2,371	0.6

ADT = average daily trips

[1] Based on data provided by Replica.

[2] Based on the formula 10 x LOG(future traffic volume/existing traffic volume)

[3] Based on information provided by W-Trans (W-Trans 2025)

NEW ROADWAY NOISE

The Project would involve a new segment of Los Amigos Road along the site's eastern frontage between Arata Lane and the Project's northeastern driveway. Pursuant to 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 Los Amigos Road realignment would be placed in an area located within a 60 dBA CNEL noise contour (i.e., 60 – 64 dBA CNEL noise exposure) based on Figure PHS-12 in the 2040 General Plan. Therefore, an increase in traffic noise of up to 65 dBA CNEL would be allowed at residences in this area, or 5 dBA above the baseline ambient noise level which is conservatively assumed to be 60 dBA CNEL.

A version of the FHWA RD-77-108 traffic noise prediction model (Appendix G) was used to estimate future noise levels from the Los Amigos Road segment along the Project site's eastern boundary. The analysis is based on the Baseline plus Project traffic volumes scenario provided by W-Trans, which includes traffic from reasonably-foreseeable development projects representing a near term cumulative condition within an approximately three to five-year period (W-Trans 2025; Appendix A). To estimate noise levels at the closest sensitive receptors to the proposed roadway realignment (the residential property 267 Arata Lane), the analysis models noise at 50 feet from the roadway centerline. The results of modeling indicate that traffic noise from the Los Amigos Road extension would be up to 60.7 dBA CNEL at 50 feet from the roadway centerline, which would not exceed the allowed increase of 5 dBA allowed under General Plan Policy PHS-8.1 when compared to the baseline of 60 dBA. Therefore, this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Construction activities known to generate excessive groundborne vibration, such as pile driving, would not be needed for the Project. Based on FTA recommendations, limiting vibration levels to below 0.2 in/sec PPV at nonengineered timber and masonry buildings would prevent architectural damage regardless of building construction type (FTA 2018). The greatest anticipated source of vibration during Project construction would be from a vibratory roller, which would be used during paving activities.

A vibratory roller may be used within 50 feet of the nearest building to the east of the proposed Project. A vibratory roller generates up to approximately 0.074 in/sec PPV at a distance of 50 feet (FTA 2018), which would not exceed the significance threshold of 0.2 in/sec PPV. Furthermore, a large bulldozer may be used within 90 feet of the nearest off-site residential structure to the east of the proposed Project. A large bulldozer generates up to approximately 0.017 in/sec PPV at a distance of 75 feet (FTA 2018), which would not exceed the significance threshold of 0.2 in/sec PPV. Therefore, construction vibration impacts would be less than significant.

The Project does not include substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 three miles to the south. As shown in Figure AT-9, *Projected Noise Contours*, in the Sonoma County General Plan, the Project is located outside of the Sonoma County Airport noise contours (Sonoma 2012). Therefore, the Project would not expose people residing or working in the Project site to excessive aircraft noise. There would be no impact.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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?	☐	☐	☐	■

Setting

The site is vacant and does not currently include any structures which house or employ people.

Impact Analysis

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 proposed Project would involve the construction of 32 new residences on the Project site. According to the California Department of Finance, the population of Windsor is 25,394 as of the most recent population estimate and the average household size in Windsor is 2.72 persons per household (California Department of Finance [DOF] 2025). Based on this average household size, the 32 dwelling units included in the proposed Project would result in approximately 88 people residing on the Project site (2.72 persons per household * 32 units = 88 persons). This would increase the total town population to 25,482 persons, which is well below the projected 2040 population of 38,028 persons estimated in the 2040 General Plan (Town of Windsor 2018b). Furthermore, the population associated with the proposed Project represents less than one percent of the total projected 2040 population, indicating the population growth is not substantial.

The proposed extension of Los Amigos Road associated with the Project would serve the homes constructed on the Project site and would not result in any indirect population growth as it would not provide access to previously inaccessible areas beyond the Project site.

Therefore, the Project would not directly or indirectly induce substantial unplanned population growth in the town.

LESS-THAN-SIGNIFICANT IMPACT

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

The Project site is vacant and does not contain housing or people residing on-site. Accordingly, the proposed development of the Project site would not displace people or housing. The proposed Project would have no impact.

NO IMPACT

15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?	☐	☐	■	☐

Setting

Fire protection services for the Town of Windsor are provided by Sonoma County Fire District which is made up of the Bennet Valley, Mountain Volunteer, Rincon Valley, Windsor, Russian River, Forestville, and Bodega Bay Fire Protection Districts (Sonoma County Fire District 2025). The closest station to the Project site is Sonoma County Fire District Station 3, approximately 1.6 miles south of the Project site at 8600 Windsor Road. Station 1, also serving as the Sonoma County Fire District Headquarters, is approximately 2 miles southeast of the Project site at 8200 Old Redwood Highway. The Sonoma County Fire District serves a population of 100,000 full time residents (Sonoma County Fire District 2025).

Police services are provided by Sonoma County Sheriff Department employees through a negotiated contract between the County and the Town of Windsor (Town of Windsor 2025a). The Police Department has 20 full time employees including the chief, two sergeants, 12 deputies, two traffic deputies, one school resource officer, two civilian administrative staff, and one community service officer. In fiscal year 2024-2025, the average response time for the WPD was 6 minutes and 32 seconds and there were a total of 11,116 calls for service (Sonoma County Sheriff's Department 2025).

The town is served by the Windsor Unified School District which includes seven schools. The nearest public school to the Project site is Brooks Elementary which is approximately 0.8 miles southeast of the Project site.

Impact Analysis

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?

Fire protection and medical emergency services in Windsor are provided by the Sonoma County Fire District. The Project site would be served by Sonoma County Fire District Station No. 3 located at 8600 Windsor Road which is approximately 1.6 miles southwest of the Project site. As described in the setting above, the Sonoma County Fire District serves a population of 100,000 full time residents (Sonoma County Fire District 2025).

The Project would develop a vacant site with residential units, which would increase the number of structures and people who need fire protection services. However, as discussed in Section 14, *Population and Housing*, the proposed Project would result in the construction of 32 dwelling units and a population increase of approximately 88 residents. This increase of 88 residents represents less than one percent of the existing population served by the Sonoma County Fire District. Therefore, while the increase in population could increase the demand for fire services it would not increase demand such that additional facilities would be required to service the site. ,. Furthermore, the population increase associated with the Project would be consistent with the General Plan buildout analyzed in the 2040 General Plan Environmental Impact Report, which found that under full buildout conditions impacts to public services including fires protection services would be less than significant with implementation of 2040 General Plan policies.

Additionally, Station 3 already provides fire protection services to existing residential developments in the Project area, such as the existing rural residential development north and east of the Project site and the residential developments south of Arata Lane near the Project site. Therefore, development of the Project site would not require the Sonoma County Fire District to expand its service area. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 Windsor Police Department currently serves the area and would continue to provide police protection services to the Project site. As discussed in Section 14, *Population and Housing*, the proposed Project would result in the construction of 32 dwelling units and a population increase of approximately 88 residents. As described in the Setting section above, the WPD has 20 full-time staff members and received 11,116 calls in 2025 with an average response time of 6 minutes 32 seconds. Based on the current population of 25,394 residents in Windsor, approximately 2.3 calls for service are made per resident. Using this same ratio, it can be assumed that the proposed project

would result in 202 additional calls for service per year[5]. This represents a 1.8 percent increase in service calls.

While the increased population could increase the demand for police services but would not increase demand such that existing service ratios would be largely changed since the additional population represents less than a one percent increase compared to existing population of the Town. Therefore, additional facilities would not be required to service the site. Furthermore, the population increase associated with the Project would be consistent with the General Plan buildout analyzed in the 2040 General Plan Environmental Impact Report, which found that under full buildout conditions impacts to public services including police protection services would be less than significant with implementation of 2040 General Plan policies.

Additionally, the Project site is in a generally developed area of Windsor where there are already existing residential buildings and other land uses that are already provided with police services. Because the Project is in such an area, the service area of the Windsor Police Department would not expand. Therefore, the Project would not result in the need for new or physically altered police facilities, and this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

Windsor Unified School District had 4,678 total students enrolled in the 2023-2024 school year (California Department of Education 2025). The population growth resulting from the Project, estimated at 88 people, would be a mix of adults and school-aged children. The Project would add approximately 15 new students, based on a generation rate of 0.46 students per housing unit (Windsor Unified School District 2016). The Project applicant would be required to pay school impact fees to the Windsor Unified School District pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998). Pursuant to California Government Code Section 65996, payment of these fees are "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Payment of school impact fees would reduce Project impacts to less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

The Project does not include new parks or physical alterations to existing parks. Therefore, the Project would not result in direct impacts to the environment resulting from the provision of new parks or alteration of existing parks.

[5] 88 residents x 2.3 calls per resident = 202 additional calls. (202 additional calls / 11,116 existing service calls) x 100= 1.82 percentincrease in calls.

The Project would increase the population of Windsor by approximately 88 residents, and some or all of these people would use existing park facilities. An analysis of increased use of existing park and recreation facilities and the potential for accelerated deterioration of these facilities is provided in Section 16, *Recreation*, of this Initial Study. As discussed therein, the Project would pay in-lieu fees, as required by the WMC and Windsor General Plan, to reduce impacts to recreational facilities. Overall, impacts of the Project would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 does not include construction of new public facilities, such as libraries. Because the Project would not result in a substantial increase in the Town's population (as described in Section 14, *Population and Housing*), existing public facilities such as libraries would not be physically altered to accommodate increased demand. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

Setting

The Town of Windsor Parks and Recreation Department manages 19 community and neighborhood parks totaling 110 acres. There are also three Sonoma County Regional Parks within the Town which are owned and maintained by Sonoma County (Foothill Regional, Riverfront Regional, and Shiloh Ranch) totaling 1,356 acres (Town of Windsor 2025b). The Town of Windsor maintains a standard of 5 acres per 1,000 residents, as described in Section 16.3.130 of the WMC.

The nearest recreation facility to the Project site is Michael A. Hall Park which is approximately 0.6 miles south of the site. Additionally, the proposed Quail Acres residential development project includes a 3.12-acre community park which would be adjacent to the proposed Project.

Impact Analysis

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?

As discussed in Section 14, *Population and Housing*, the Project would result in a population increase of approximately 88 residents based on the number of dwelling units proposed and average household size. The Project would include open space amenities on site, as described in the Project Description, including side yards and front porches. The population growth associated with the Project would result in a nominal increase in parkland use within the Town and surrounding area. Consistent with Chapter 3, Article 1 of the WMC, which requires dedication of parkland or payment of in-lieu fees for all residential development, the Project would pay in-lieu fees to provide park and recreational services to the community. Compliance with this ordinance would ensure the park service ratios of the Town are maintained and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 does not include new recreational facilities or the construction or expansion of existing recreational facilities. While the Project would pay in-lieu fees to provide park and recreational services to the community, as discussed above, these funds would not necessarily result in the construction or expansion of recreational facilities and any future recreation facilities constructed within the Town would be required to undergo their own project-specific CEQA analysis. Therefore, because the Project does not include new or expanded recreational facilities, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	■	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines 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?	☐	■	☐	☐

Setting

The following impact analysis is based on the *Transportation Impact Study for Los Amigos Cottages* (TIS) prepared by W-Trans dated July 10, 2025 (Appendix A) and the Addendum to the TIS prepared by W-Trans dated December 10, 2025 (Appendix H).

Impact Analysis

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

Pedestrian Facilities

Due to the location of the Project site, pedestrian trips are expected to be primarily related to recreation, transit, and schools in surrounding neighborhood including Brooks Elementary School and Windsor Middle School.

The Project includes the construction of new sidewalks along the Project's frontage of the Los Amigos Road extension and along the Project frontage on Arata Lane. Additional sidewalks on the Los Amigos Road extension beyond those to be constructed by the Project would be built by the planned Quail Acres residential development project. An internal private roadway connecting to both Los Amigos Road and Arata Lane would include a sidewalk on one side of the street.

With the proposed pedestrian improvements to be constructed by the Project, effective pedestrian connectivity to the surrounding sidewalk network would be established. The Project would extend existing sidewalks on Arata Lane to the west of the site to the Los Amigos Road extension,

establishing pedestrian connectivity to the west including the nearest Sonoma County Transit bus stop.

To the south of Arata Lane, continuous sidewalks exist on the east side of Los Amigos Road all the way to existing shopping areas on Lakewood Drive. The intersection of Arata Lane and Los Amigos Road is planned to be signalized by the neighboring Quail Acres residential development project in the same timeframe that Los Amigos Cottages would become occupied. The Quail Acres residential development project was approved in May 2025. Once constructed as part of the Quail Acres residential development project, the signal would include crosswalks connecting to the south side of Arata Lane as well as pedestrian phasing, establishing effective pedestrian connectivity to the south. Pedestrian linkages to Brooks Elementary School and Windsor Middle School would also exist. In the event that this intersection is not signalized as part of the neighboring Quail Acres residential development project, the Project could conflict with plans related to pedestrian facilities. This impact is potentially significant and Mitigation Measure TRA-1 would be required.

Bicycle Facilities

The Project would include construction of six-foot bike lanes with a three-foot buffer along the Project frontages of Arata Lane and Los Amigos Road. This configuration is consistent with the Town's existing bicycle plan and would also accommodate the Class IV bike facilities called for on both corridors in the Town's Active Transportation Plan (Appendix A). Construction of these bicycle facilities along with the shared use of minor streets such as those constructed within the Project site, would effectively link the Project to the surrounding bicycle network. The Project would not conflict with a program, plan, ordinance or policy addressing bicycle facilities and this impact would be less than significant.

Transit Facilities

Existing public transit routes and school bus routes are adequate to accommodate Project-generated transit trips (Appendix A). The nearest bus stop served by Sonoma County Transit is located on the north side of Arata Lane near Newsong Church. The bus stop is served by Route 66, which provides local loop service throughout the Town of Windsor in a counterclockwise direction. With the new sidewalk on Arata Lane to be constructed as part of the Project, continuous pedestrian facilities would link the Project site to the existing Sonoma County Transit bus stop.

Upon completion of planned intersection improvements at the intersection of Los Amigos Road and Arata Lane, continuous pedestrian facilities would exist between the Project site and the Windsor Unified School District bus stop at Los Amigos Road and Pollard Court, which is located within 0.5 miles of the Project site.

Overall, transit facilities serving the Project site would be adequate and in compliance with Town policies. The Project would not conflict with a program, plan, ordinance or policy addressing transit and this impact would be less than significant.

Complete Streets Guidelines

The proposed private internal street associated with the Project would be 24 feet wide, consisting of 12-foot-wide travel lanes, as well as a six-foot wide sidewalk on one side. The proposed configuration is consistent with that specified for a narrow residential street in the Town's Complete Street Design Guidelines (CSDG) (Appendix A). The internal roadway would also include areas with perpendicular parking near the center of the site. This configuration is not directly addressed by the

CSDG but would be expected to perform acceptably given the low volumes and is consistent with CSDG language pertaining to the provision of common parking lots when the Narrow Residential Street type is used, as needed to ensure a sufficient parking supply. The configuration of this private onsite roadway has also been reviewed extensively by Town Public Works, Planning, and Public Safety Staff, and adjusted by the developer to achieve an acceptable balance given the constraints of the parcel size and compact development pattern. Given these findings along with the roadway's compliance with Narrow Residential Street width and ADT parameters, the proposed configuration is deemed consistent with the CSDG (Appendix A).

The General Plan designates the Los Amigos Road extension as a two-lane crosstown street. The proposed extension of Los Amigos Road associated with the Project would include a northbound 11-foot-wide northbound travel lane with interim two-foot shoulder, an 11-foot wide southbound travel lane, a six-foot wide bike lane with three-foot buffer, and an eight-foot-wide parking lane. This differs slightly from the CSDG, which was developed prior to common use of buffered and Class IV bike lanes but has been approved by the Town of Windsor for application along the Project's Los Amigos Road frontage. As the neighboring Quail Acres residential development project develops and the Los Amigos Road extension is fully constructed, additional widening would occur on the eastern portion of the street. Both the proposed extension to be constructed by the Project as well as the full extension of the road to be completed by the neighboring Quail Acres residential development project are therefore generally consistent with the 2-Lane Boulevard Crosstown Street type in the CSDG.

The General Plan designates Arata Lane as a Five-Lane Boulevard crosstown street. The Project would improve Arata Lane along its frontage to accommodate a 10-foot-wide center turn lane, an 11-foot-wide westbound travel lane, a six-foot-wide bike lane with three-foot buffer, and an 11-foot-wide sidewalk with planter strip. Future development projects on the south side of the street would also require widening as part of frontage improvements. The proposed configuration is generally consistent with the three-lane crosstown street type in the CSDG, with adjustments to accommodate buffered bike lanes and future Class IV bike lanes. Because the configuration includes only one westbound vehicle travel lane, however, it does not include the full widening necessary to accommodate a five-lane crosstown street. Justification for this modification has been requested based on the results of a traffic analysis which indicated that only a single westbound vehicle travel lane would be necessary to accommodate future traffic along the Los Amigos Cottages frontage. It is understood that while the Project would include construction of frontage improvements with a single westbound travel lane, the applicant would be required by the Town's Public Works Department to dedicate right-of-way along the Arata Lane frontage to accommodate a five-lane crosstown street in the future, allowing roadway widening to occur at a later date should the Town deem it necessary. Given this required dedication and with concurrence by the Town's Public Works Department, the proposed configuration is considered to be generally consistent to accommodate the roadway cross section specified in the CSDG. It is understood that while the Project would include construction of frontage improvements with a single westbound travel lane, the Project would also dedicate right-of-way along the Arata Lane frontage to accommodate a five-lane crosstown street in the future, allowing roadway widening to occur at a later date if and when the Town should deem it necessary. This approach is consistent with General Plan Policy M-3.25. Therefore, the Project is considered to be consistent with both the CSDG and General Plan Policy M-3.25.

Additionally, the Town of Windsor is considering conversion of the Arata Lane/Los Amigos Road intersection to a single-lane roundabout in the future. Implementation of a roundabout would be feasible in the future but may not be achievable in the near-term since it would require right-of-way from parcels on the intersection corners that are outside control of the Town of Windsor or Los Amigos Cottages developer. Appendix A indicates that the proposed Project has provided sufficient right-of-way dedication to accommodate the roundabout. In evaluating roundabout-specific intersection sight distance criteria, however, it was determined that an approximately 30-square foot triangular area on the southeastern corner of the site would need to remain free of fences or tall obstructions to meet upstream sight distance parameters for drivers approaching the roundabout on eastbound Arata Lane. This impact is potentially significant and Mitigation Measure TRA-2 is required.

Mitigation Measure

The following mitigation measures are required:

TRA-1 Pedestrian Circulation Improvements

To ensure that adequate pedestrian circulation would exist in the near-term, if signalization of Arata Lane/ Los Amigos Road has not been implemented prior to occupancy of the Los Amigos Cottages Project, the Los Amigos Cottages Project shall be responsible for installing or funding the installation of a crosswalk with high-visibility signage and markings on the west leg of the Arata Lane/ Los Amigos Road intersection, as well as ensuring that adequate street lighting for the crosswalk is in place. The Town shall verify that the pedestrian improvements are in place prior to issuance of an occupancy permit.

TRA-2 Landscaping to Allow for Adequate Sight Distance

To ensure that adequate sight distance would be provided for drivers approaching the roundabout on eastbound Arata Lane, the Project shall not install any large fencing, or tall obstructions, such as large trees or shrubs, in the 30-foot triangular space on the southeastern corner of the Project site. The Town shall verify that landscaping plans reflect this requirement and shall verify that the southeastern corner of the Project site is free from any large obstructions prior to construction of the roundabout on eastbound Arata Lane.

Significance After Mitigation

Implementation of Mitigation Measure TRA-1 and Mitigation Measure TRA-2 would ensure pedestrian access and connectivity around the Project site is sufficient and that sight distance is adequate, reducing the potential impact to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The Town of Windsor adopted VMT significance thresholds and screening criteria in April 2023. Residential development projects are assessed using a home-based VMT per capita metric, with VMT significance thresholds set at a level of 15 percent below the existing countywide average. The Sonoma County Transportation Authority (SCTA) operates and maintains the regional travel demand model that produces VMT estimates. The VMT data applied in this analysis were obtained from the

SCTM19 model version released in December 2021, which is the most current version of the model available from SCTA (Appendix A).

Based on output from the SCTA model, the existing residential VMT per capita in the County of Sonoma is 16.60 miles. VMT significance thresholds are set at 15 percent below this level, or 14.11 miles. Therefore, the Project would have a significant impact if residential VMT per capita exceeds 14.11 miles.

As discussed in the Addendum to the TIS provided in Appendix H, the Project would result in an adjusted[6] VMT per capita of 12.78, which is below the threshold of 14.11. Therefore, this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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)?

As discussed in the Project Description, the Project includes construction of a private internal roadway and an extension of Los Amigos Road. The private internal roadway would connect to the new segment of Los Amigos Road and Arata Lane.

As discussed in Appendix A, sight distance at both of the Project driveways would equal or exceed the minimum (440 feet) in both directions. Additionally, the Project would not significantly impact queuing at any of the nearby intersections studied in the TIS. Furthermore, the proposed roadways included in Project construction would meet Town standards and would not include hazardous geometric design features or allow for incompatible uses.

As discussed in Appendix A, modifications to the striping on Arata Lane would be required to allow for drivers to legally turn into and out of the Project site. Without these improvements, a left hand turn into or out of the Project site from Arata Lane would be illegal and potentially hazardous. Therefore, this impact is potentially significant and Mitigation Measure TRA-3 would be required.

Mitigation Measure

The following mitigation measure is required:

TRA-3 Striping Modifications on Arata Lane

To ensure that drivers could legally turn left into and out of the Project site, the existing striping on Arata Lane at the Project street shall be modified to provide a break in the painted median. The Town shall verify that the striping modifications have occurred on Arata Lane prior to issuance of an occupancy permit.

Significance After Mitigation

Implementation of Mitigation Measure TRA-3 would ensure vehicle turns into and out of the Project site would not create traffic hazards, reducing the potential impact to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

[6] Adjustments made due to the residential density of the Project and the inclusion of affordable units in the Project buildout (Appendix H).

d. Would the project result in inadequate emergency access?

As discussed in Section 20, *Wildfire*, the Project site would include two ingress and egress points. However, only the one on Arata Lane would be considered as an emergency access point, as the one on the proposed extension of Los Amigos Road also leads to Arata Lane and therefore does not provide an alternate emergency route. The proposed Project was reviewed by the Town's Fire Marshal to ensure adequate emergency access in accordance with applicable federal, State, and local regulations. The proposed Project would slightly exceed the Fire Marshal's requirements of a 1:30 ratio regarding access points by providing one emergency access point on Arata Lane for the proposed Project's 32 units (Appendix H). With implementation of Mitigation Measure WILD-1, which requires the Project applicant to submit an exemption and receive approval from the Town Fire Marshall indicating the site has adequate emergency access, impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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)?	☐	■	☐	☐
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.	☐	■	☐	☐

Setting

California Assembly Bill 52 (AB 52) expanded CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Sections 21074(a)(1)(A) and (B) define tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and are:

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

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

AB 52 also establishes a formal consultation process for California tribes regarding tribal cultural resources. The consultation process must be completed before a CEQA document can be adopted or certified. Under AB 52, lead agencies are required to begin consultation with California Native American tribes that are "traditionally and culturally affiliated with the geographic area of the proposed Project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

The Town of Windsor mailed letters on November 12, 2024, to Native American Tribes who requested notification under AB 52. Under AB 52, tribes have 30 days to respond and request consultation. No tribes responded during the 30-day period to request consultation, which concluded in mid-October. Therefore, the Town assumes there are no tribal cultural resources within the Project site. Copies of AB 52 correspondence for this Project are included in Appendix I.

Impact Analysis

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?

As discussed above, no tribes responded to the Town's AB 52 notification letters and the Town assumes there are no tribal cultural resources within the Project site. Although there are no known tribal cultural resources present within the Project site, it is possible that ground disturbance during Project construction could encounter unknown archaeological resources that may be considered tribal cultural resources by locally affiliated California Native Americans. Therefore, the Project has the potential to significantly impact tribal cultural resources through ground disturbance and mitigation measure TCR-1 is required.

Mitigation Measure

The following mitigation measure is required:

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

In the event that archaeological resources of Native American origin are identified during implementation of the proposed Project, ground-disturbing activities within 50 feet of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the Town, in consultation with traditionally and culturally affiliated Native American group(s), determines the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in consultation with traditionally

and culturally affiliated Native American group(s). The plan shall include measures to ensure the find is treated in a manner that respectfully retains, to the degree feasible, the qualities that render the resource of significance to the local Native American group(s). Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, avoidance, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

Significance After Mitigation

Implementation of Mitigation Measure TCR-1 would protect tribal cultural resources in the event of discovery during ground-disturbing activities during Project construction, reducing the potential impact on such resources to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

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

Setting

Water Supply

The Windsor Water District (WWD) oversees the Town's potable water system. Water is provided to the Town primarily from collector wells in the Russian River Well Field. The Town also purchases wholesale water through a connection to the Sonoma Water aqueduct (Town of Windsor 2021).

Wastewater

Water District (WWD) owns, operates, and maintains the wastewater collection system that serves the Town. The Town collects its wastewater and treats it to disinfected tertiary levels at its water reclamation plant, the Windsor Wastewater Treatment Reclamation and Disposal Facility

(WWTRDF). The WWTRDF is designed with a capacity of 2.25 million gallons per day (MGD) average dry weather flow and 7.2 MGD peak weekly wet weather flow (Town of Windsor 2019). The current Average Dry Weather Flow (ADWF) seen at the water reclamation facility is 1.4 MGD (Town of Windsor 2019).

Electricity, Natural Gas, and Telecommunications

Electricity and natural gas service is provided to the Twon by Pacific Gas & Electric (PG&E). Several telecommunications providers such as T-Mobile, Verizon, and Xfinity provide services to the Town.

Solid Waste

Sonoma County Resource Recovery provides garbage, recycling, and organic waste services for residential, commercial, and industrial areas, with weekly curbside pickup within the Town. Hazardous waste collection and disposal are provided by the Sonoma County Waste Management Agency, known as Zero Waste Sonoma. Committed waste is transported to the Healdsburg Transfer Station transloaded and disposed of at the Central Landfill.

Impact Analysis

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

The 2020 Urban Water Management Plan (UWMP) shows that the Town has enough water supply capacity to meet current demands, as well as demands during normal water years through 2040 (Town of Windsor 2021). According to the Town's 2020 UWMP, based on the 2040 population projection, the Town is expected to experience water supply shortfalls in single-dry year scenario conditions by 2030 if local groundwater wells are not developed as potable supply. The 2020 UWMP analysis estimated that if the Town were to develop local groundwater well supplies, the Town would experience water supply shortages in single-dry year conditions by 2035. It is projected that in a multiple dry-year scenario, the Town will experience water supply shortfalls by 2040. The drought risk assessment conducted for the 2020 UWMP found that without additional water supply, a multi-year drought in current conditions would create a water supply shortfall requiring the Town to implement mandatory water use restrictions to reduce water consumption. This was projected to occur in all years of a multi-year drought (Town of Windsor 2021).

Potable water for the Project would be provided by WWD via existing utilities adjacent to the Project site.

The Town's potable water supply is provided from its wells in the Russian River Well Field into the water distribution system. Water is also purchased from the Sonoma County Water Agency's (SCWA) Santa Rosa aqueduct. Windsor's water supply system includes 4,725 acre-feet (AF) from the Russian River Well Field, 900 AF from the SCWA aqueduct with a combined system supply of 5,625 AFY. In addition, Windsor has a storage capacity of 5.4 million gallons (Town of Windsor 2021).

The Project's estimated water demand would be approximately 10,472 gallons per day[7], or 11.7 AFY. This is 0.21 percent of Windsor's annual water supply[8]. The Project would adhere to the CCR Title 24, Part 11 (CALGreen) that requires a 20 percent reduction in residential indoor water use that would lower potential water demand. The Project would also comply with Section 12-3-820 of the WMC that requires water conservation methods including prohibiting washing hard or paved surfaces, causing excessive water flow when watering landscaping, and operating water features such as decorative fountains. Section 12-3-825 of the WMC that further prohibits non-essential water use. Compliance with existing local regulations would reduce the Project's water demand. Furthermore, the Project would account for a small amount of the Town's annual water supply and would therefore not necessitate new or expanded water facilities.

Wastewater

WWD owns, operates, and maintains the wastewater collection system that serves the Town. The Town collects its wastewater and treats it to disinfected tertiary levels at its water reclamation plant, the Windsor Wastewater Treatment Reclamation and Disposal Facility (WWTRDF). The WWTRDF is designed with a capacity of 2.25 million gallons per day (MGD) average dry weather flow and 7.2 MGD peak weekly wet weather flow (Town of Windsor 2019). The current Average Dry Weather Flow (ADWF) seen at the water reclamation facility is 1.34 MGD (Town of Windsor 2019). Therefore, there is a remaining wastewater capacity of 0.91 MGD.

The Project's estimated wastewater generation would be approximately 6,400 gallons per day, consistent with 200 gallons per day of wastewater flow per equivalent single-family dwelling, used in the Town's Wastewater Capacity Fee Study[9] (Town of Windsor 2013). The Project would use less than one percent of the available unused capacity of the WWTRDF. Therefore, wastewater capacity would be sufficient to serve the Project and the Project would not require the construction of wastewater infrastructure.

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 Town's Flood Control Design Manual, and Flood Design Criteria and Hydraulic Analysis Requirements for Development Projects within the Town of Windsor. The Project includes interceptor trees and bioretention areas including bioretention curb openings to capture and treat stormwater runoff. The Project would adhere to landscape requirements pursuant to Section 12-3 Article 9 of the WMC, which requires landscaping and compacted soil to promote infiltration. As described in the Storm Water Low Impact Development Submittal prepared for the Project (Appendix F), the Project would implement bioretention beds that would be able to capture one inch of rainfall over a 24-

[7] Based on the 2020 UWMP estimates of 119 gallons per day per capita. The Project would result in a population increase of 88 people. 88 x 119 = 10,472.
[8] Windsor's annual water supply is 5,625 AF (Town of Windsor 2021).(0.21 AF/5,625 AF) x 100 = 0.21 percent.
[9] 32 dwelling units x 200 gallons of wastewater per day = 6,400 gallons of wastewater per day

hour period. With implementation of these LID measures, the Project would achieve 100 percent capture and treatment of stormwater on site. Furthermore, the Project would connect to planned storm drain improvements proposed for the neighboring Quail Acres residential development project along Los Amigos Road and Arata Lane which would further support the stormwater facilities proposed by the Project. Therefore, 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.

Electricity, Natural Gas, and Telecommunications

The Project would require connections to existing electricity and telecommunications infrastructure adjacent to the Project site. The Project would not use natural gas and therefore would not include natural gas utility connections. The electricity and telecommunications connections required for the Project would be located entirely on the Project site and the Project would not require any off-site facilities or distribution infrastructure. Additionally, the Project would be required to comply with the CBC and CALGreen requirements, as discussed in Section 6, *Energy*, which would reduce the Project's energy consumption which would further reduce the need for expanded electrical facilities beyond the Project site.

Summary

Overall, the Project would not 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 beyond connections and facilities on the Project site. Additionally, the Town would have sufficient water and wastewater supplies to serve the Project. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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 garbage, recycling, and organic 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, known as Zero Waste Sonoma. Committed waste is transported to the Healdsburg Transfer Station for transloading and disposed of at the Central Disposal Site Landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), the maximum permitted solid waste throughput at the Central Landfill is approximately 2,500 tons per day (CalRecycle 2023). CalRecycle states that as of November 2024 the Central Disposal Site Landfill had 8,310,149 cubic yards of remaining available capacity, or approximately25.4 percent of the facility's maximum permitted capacity of 32,650,000 cubic yards (CalRecycle 2024).

Based on CalRecycle's estimated solid waste generation rates of 9.8 pounds of waste per unit per day, the Project would produce 313.6 pounds [10] of solid waste per day, or 57.2 tons per year (CalRecycle 1996). The amount of solid waste generated by the Project would constitute less than 0.1 percent of the maximum daily throughput of the landfill. Therefore, the Project would not significantly increase the amount of solid waste entering the Central Disposal Site Landfill. Furthermore, the Project would be required to comply with Town and State plans and policies to reduce solid waste generation, including a requirement to divert at least 50 percent of solid waste and recyclables, and 75 percent of organics by 2025, as required by Assembly Bill 939, Senate Bill 1383, and the Town's goal of achieving zero waste by 2030. Overall, the Project's incremental increase in solid waste would not adversely affect solid waste facilities. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

[10] 32 dwelling units x 9.8 pounds/dwelling unit/day = 313.6 pounds per day.

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20 Wildfire

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

Setting

The following impact analysis is based on part on the Wildfire Impact Analysis prepared by FCS in June 2025 which is attached as Appendix J to this IS-MND.

Section 7-2-416 of the Town's Municipal Code designates the entire Town as a Moderate FHSZ (Appendix J). According to maps prepared by the California Department of Forestry and Fire Protection (CAL FIRE) and as described in the Wildfire Impact Analysis, the Project site is within a Local Responsibility Area (LRA) and designated as a Moderate FHSZ.

Impact Analysis

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?

The Project site is located within a Moderate FHSZ within an LRA. According to the CAL FIRE maps adopted by the Town Council in June 2025[11] the Project site is not within a State Responsibility Area(SRA), and is outside of a Very High or High FHSZ as designated by CAL FIRE.

The Project is subject to the Sonoma County Multi-Jurisdictional Hazard Mitigation Plan (which includes the Town's Annex) and Emergency Operations Plan. Construction and operational activities related to the proposed Project would not conflict with policies or goals of these plans. These plans are generally applicable and do not identify any specific actions or considerations directly for the Project site. The proposed Project would comply with general guidance provided by these plans, including those for emergency response and general hazard mitigation measures, through conformance with the requirements of the California Building Standards Code (specifically Chapter 7A and the 2040 Town of Windsor General Plan's Public and Safety Element) (Appendix J). The Sonoma County Multi-Jurisdictional Hazard Mitigation Plan includes mitigation goals to reduce impacts from hazards, such as wildfire, within the County. These goals include the protection of people and the minimization of loss of life and property. As discussed in Section 9, *Hazards and Hazardous Materials*, the Project would not result in significant loss of life or property involving wildland fires with implementation of Mitigation Measure WILD-1, discussed below. Additionally, with implementation of Mitigation measure WILD-1, the Project would be consistent with the Emergency Operations Plan by providing adequate emergency access on the Project site.

Additionally, the Public Health and Safety Element of the Town of Windsor General Plan (Town of Windsor2023) designates the following nearby roadways as evacuation routes:

- US 101
- Old Redwood Highway
- Shiloh Road
- Arata Lane
- Windsor Road
- Windsor River Road
- Hembree Lane
- Brookes Road
- Los Amigos Road
- Starr Road

Construction traffic would utilize Highway 101, Old Redwood Highway, and Arata Lane to access the Project site. However, construction activities would result in temporary trips and would not significantly disrupt existing traffic or impair emergency evacuation.

[11] As part of Town Council Oridnance No. 2025-395 adopted June 4, 2025, the Town adopted the LRA and SRA maps from CAL FIRE with an amendment to designate all areas within the Town not designated High or Moderate by the State Fire Marshal as Moderate.

As discussed in Appendix J, Evacuation Zone Maps compiled by the Windsor Police Department and The Town of Windsor Climate Resilience Plan split the Town into four Evacuation Zone Areas. The Project site is located in Zone WI-B, Subzone WI-B01. Per the Town's Evacuation Map Lookup Tool, Zone WI-B would use Arata Lane to Los Amigos Road, US-101, and Old Redwood Highway to evacuate to the north; Arata Lane to Hembree Lane to Old Redwood Highway and US-101 to the south; and Arata Lane to Old Redwood Highway to Windsor River Road to the west. It is reasonable to assume that evacuation of the Project site would primarily use Arata Lane to Old Redwood Highway to US-101.

Arata Lane forms the southern boundary of the Project site and US-101 is approximately 840 feet to the west; however, there are no US-101 on-ramps from Arata Lane. Instead, traffic is required to travel west of US-101 to Old Redwood Highway. From the Old Redwood Highway/Arata Lane intersection, a southbound US-101 on-ramp is located approximately 2,100 feet to the north. Access to a northbound US-101 on-ramp requires traffic to turn south from the Old Redwood Highway/Arata Lane intersection and then left on Windsor River Road, a distance of approximately 1.4 miles.

Construction of a US-101 and Arata Lane northbound on-ramp is planned by the Town and is included in the Town's Capital Improvement Program for Fiscal Years (FY) 2023–2028; design of the northbound ramp is expected to occur in FY 2026–2027. Development, such as the proposed Project, contributes to funding these improvements via payment of traffic impact fees. Construction of the Los Amigos Road extension is needed before construction of the on-ramp can begin. Until such construction takes place, the proposed Project would include partial extension of Los Amigos Road from its intersection with Arata Lane to the Project site's northern entry.

The Project would not impact the use of emergency evacuation routes through the direct modification of existing roadways such as through elimination of lanes or reduction in lane width. In addition. As discussed above, the Project would include a partial extension of Los Amigos Road from its intersection with Arata Lane to the Project site's north entry. The approved Quail Acres residential development project includes the construction of the extension and realignment of Los Amigos Road from Arata Lane to the northern Town boundary where it will connect to the existing Los Amigos Road where it runs parallel to Highway 101. Both the extension associated with the Project and the full roadway completion associated with the Quail Acres residential development project would allow additional evacuation access on Arata Lane and ultimately Highway 101 via the extension of Los Amigos Road. Further, the Project would contribute, through traffic impact fees, to the construction of the Los Amigos Road extension and the US-101 and Arata Lane northbound on-ramp, which would benefit local traffic circulation and lead to improved evacuation efficiency by providing closer US-101 access (Appendix J).

The Project would result in an increase in vehicle users and would add traffic to roads identified as evacuation routes. However, as discussed in the Transportation Impact Study included in Appendix A, the additional trips associated with the Project would not result in an adverse impact on traffic operation, as measured by average delays at nearby intersections. Additionally, the Project's vehicular traffic would not significantly delay an emergency evacuation because evacuation notices are typically given with as much notice as possible and prevent, to the extent feasible, evacuation trips from all occurring at once (Appendix J).

All utilities would be installed underground in accordance with 2040 General Plan Policy PHS-4.9, Priority Undergrounding, which would minimize hazards from fallen power lines along evacuation and emergency access routes. In addition, no more than 32 units would be served by the Project's private street as there is no possibility that the proposed private street could be extended to

adjacent properties. Furthermore, the Project would pay applicable fire impact fees in accordance with WMC Section 16-6-300 to ensure sufficient fire protection services. Therefore, the proposed Project would conform to the objectives of 2040 General Plan Goal PHS-1, Emergency Response and Preparedness, specifically 2040 General Plan Policy PHS-1.3, Emergency Vehicle Access, as well as the objectives of 2040 General Plan Goal PHS-4, Fire Hazards (Appendix J).

The Project site would include two ingress and egress points. However, only the one on Arata Lane would be considered as an emergency access point, as the one on the proposed extension of Los Amigos Road also leads to Arata Lane and therefore does not provide an alternate emergency route. The proposed Project was reviewed by the Town's Fire Marshal to ensure adequate emergency access in accordance with applicable federal, State, and local regulations. The Project would slightly exceed the Fire Marshal's requirements of a 1:30 ratio regarding access points by providing one emergency access point on Arata Lane for the proposed Project's 32 units (Appendix &).

Therefore, development of the 31st and 32nd residential units would exceed the emergency access to residential ratio of 1:30 and would have a potentially significant impact. Therefore, Mitigation Measure WILD-1 is required.

Mitigation Measure

The following mitigation measure is required:

WILD-1 Emergency Access

Prior to issuance of the building permit for the 31st residential unit, the applicant shall obtain, and submit to the Town of Windsor, Fire Marshal approval of an exception to the 1:30 emergency access route ratio requirement based on the following factors:

- The Project site can be accessed via Arata Lane from the west, where the proposed private street intersects with Arata Lane at the southern end of the Project site.
- The Project site can be accessed from the east via Arata Lane or from the south via Los Amigos Road where the proposed private street intersects with the Los Amigos Road extension at the north end of the Project site.
- No more than 32 units would be served by the private street as there is no possibility that the proposed private street could be extended to adjacent properties.

Significance After Mitigation

It is within the Fire Marshal's discretion to issue an exception to the required ratio for residences and emergency access points. The Fire Marshal's exception would be based on a conclusion that the proposed Project's two ingress-egress access routes sufficiently serve as emergency access for the 32 units. Mitigation Measure WILD-1 would ensure that no more than 30 residential units would be constructed at the Project site prior to receipt of the Fire Marshal's approval of an exception. Implementation of Mitigation Measure WILD-1 would ensure the Project received approval from the Town Fire Marshal indicating the site has adequate emergency access and evacuation egress is provided on site. This would reduce impacts related to emergency response and emergency evacuation to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?

As discussed in checklist question 'a', above, the Project site is located within a Moderate FHSZ within an LRA according to the CAL FIRE maps adopted by the Town in 2025. The Project site is not located within an SRA or on lands classified as a Very High FHSZ. The Project site is relatively flat. The Project would maintain the existing topography and would not include new or more pronounced slopes. Because of the lack of slopes on and adjacent to the Project site, the Project would not result in wildfire risk due to slopes. Prevailing winds in the vicinity of Windsor are generally from the northwest to the southeast. The Project site is not located within an area or includes features that experience significantly different prevailing winds. The Project would not have the potential to substantially change wind patterns; therefore, the Project would not result in wildfire risk due to prevailing winds (Appendix J).

The Town and Project site are occasionally subject to reduced air quality as a result of wildfire in the surrounding areas. However, the Project would not increase the potential for substantial air pollutant release. In the event of on-site fire, the Project site would not contain any features that would produce substantial quantities or qualities of air pollutants (Appendix J).

The 2019 Kincade Fire resulted in the evacuation of the Town and large parts of the County. The Kincade Fire resulted in spot fires from ember cast on properties within the Town limits on the north and northeastern edges of Town. No spot fires occurred on the Project site from the Kincade fire. The WMC also requires fire sprinklers to be installed in all new residential developments. The Project would comply with existing regulations to reduce fire risk on site.

Construction of the Project would use equipment with combustion engines and other activities which are known to create fires. However, applicable regulations, including the California Public Resources Code, would require that construction equipment use spark arrestors and appropriate fire suppression equipment be maintained on-site. Furthermore, the proposed Project would comply with regulations for development in Moderate FHSZs as outlined by the CBC and adopted by WMC Sections 7-2-400 through 7-2-424, including, but not limited to, ignition-resistant construction materials, roofing, vents, exterior coverings, windows, doors, and decking.

The Project would increase the population on a non-urbanized site approximately 0.5 mile from forested woodland to the north and east, where the risk of wildfire is greater than in urban areas where fuels are less abundant. As demonstrated by recent wildfires in Sonoma County, areas on the outer edges of urban development are often susceptible to wildfires due to their proximity to abundant wildfire fuels. Vegetation on the Project site consists of trees, shrubs, and grasses. The site is surrounded by pastures and vineyards, with hillsides of oak woodland and savanna further north and east. The land to the south of the Project site is developed with single-family residences, and lands west of US-101 are a mix of commercial and residential uses. As a part of Project implementation ground cover in private yards would be non-vegetative, trees and shrubs within 5 feet of any structure would be maintained at a minimum of 5 feet apart, and all new landscaping would incorporate only firewise plants, approved by the Sonoma County Fire District and the California Fire Safe Council. Implementation of these Project features would reduce potential for on-site vegetative fuels and fire spread. Furthermore, the neighboring urban street networks provide emergency response access. Overall, the land uses surrounding the Project site provide opportunities for fuel breaks and firefighting efforts in the form of existing and proposed roadways (Arata Lane and the proposed Los Amigos Road partial extension). The proposed Project would also

be required to comply with California Fire Code Section 701A.3 as adopted by the Town. As such, the proposed Project would be constructed with appropriate materials and methods for the construction of roofing, exterior coverings, venting, decking, porches and sealing of any gaps around doors, windows, eaves, and vents (Appendix J). Also, in accordance with the California Fire Code as adopted and amended by the Town of Windsor, the proposed Project would be required to provide sufficient fire hydrants and demonstrate the availability of sufficient fire hydrant water (fire flow).

In conclusion, the Project site does not contain specific conditions or features that would exacerbate wildfire risks, including exposure to wildfire-related pollutants or uncontrolled spread of a wildfire, nor would the Project introduce such conditions or features during construction or operation. Impacts would be less than significant

LESS-THAN-SIGNIFICANT IMPACT

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?

As discussed in checklist question 'a', above, the Project site is not located within an SRA or within lands classified as a Very High FHSZ. Construction activities may temporarily increase fire risk due to equipment use and other construction actions on the Project site that could be ignition sources. However, compliance with applicable construction equipment regulations regarding the use of spark arrestors and fire suppression equipment in accordance with California Public Resources Code Section 4442 and WMC Section 6-2-1003 would reduce construction-related risks. Implementation of regular construction site watering consistent with the Project's SWPPP BMPs would also reduce risks associated with wildfire caused by unintentional equipment sparks during grading. Standard construction BMPs, such as the relocation of flammable materials on burn permit days (Section 4227); the use of fire suppression equipment (Section 42228); the avoidance of gas-powered tools on burn permit days (Section 4331); and the use spark arrestors (Section 4442) would also support the suppression of fire sources and guide appropriate response should fire occur during construction activities.

The Project would include roads, fire hydrants and utilities similar to the adjacent low residential and recent single-family residential development in the area. The installation and maintenance of such would be completed in a typical manner and would not exhibit unusual characteristics that would exacerbate fire risk or create additional temporary or ongoing impacts to the environment. New utilities included as part of the Project would be required to be built underground in accordance with 2040 General Plan Policy PHS-4.9 and the WMC, which prioritizes the undergrounding of utilities. Therefore, the Project would not require the installation of new above-ground powerline infrastructure and therefore would not exacerbate fire risk.

Proposed on-site residences would be constructed to current fire and building codes and safety standards which support reduced fire risk. In addition, pursuant to the WMC Title VII, Chapter 2, Article 10, the Project would be required to abide by California Code of Regulations Title 24, Part 9, Chapter 7A. These regulations include safety measures to minimize the threat of fire, including construction of exterior walls with noncombustible or ignition-resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves, and vents to prevent intrusion by flame or embers. Fire sprinklers would be required in residences pursuant to the WMC. The Project would comply with California Code of Regulations Title 14, which sets forth the minimum development standards for fuel modification, setback, signage, and water supply,

which help prevent loss of structures and life by reducing wildfire hazards. Compliance with existing regulations would reduce the risk of wildfire. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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?

As discussed in checklist question 'a', above, the Project site is not located within an SRA or within lands classified as a Very High FHSZ. During construction and operation, on-site stormwater would be managed in accordance with local, regional, and State regulations to ensure that off-site flow of stormwaters would not increase from current levels. The Project site is generally flat and is not located in close proximity to areas of substantial slope. The Project site is not located in a flood hazard area delineated by FEMA. The Project site's flat grade, distance from hillsides, and adequate drainage would prevent exposure of people or residences to downslope landslides and flooding. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
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)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

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?

The Project is a relatively small, local residential development and would not have the potential to cause regional effects such that the Project would threaten to eliminate a plant or animal community or species, or otherwise substantially reduce habitat. Furthermore, as discussed in Section 4, *Biological Resources*, all potential impacts to plant and wildlife species would be mitigated to less than significant levels with incorporation of mitigation measures BIO-1 through BIO-6.

Additionally, as discussed in Section 5, *Cultural Resources* and Section 18, *Tribal Cultural Resources*, no historical resources or known archaeological or tribal cultural resources are located at the Project site. However, Mitigation Measures CUL-1 and TCR-1 would be required to preserve any unanticipated discoveries of resources on the Project site. With implementation of mitigation measures CUL-1 and TCR-1, the Project would not eliminate important examples of the major periods of California history or prehistory.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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)?

As described in Sections 1 through 20, the Project would not result in significant and unmitigable impacts to the environment with respect to all environmental issues. This is largely because Project construction activities would be temporary, and construction and operational activities would not significantly alter the environmental baseline condition.

As defined in *CEQA Guidelines* Section 15335, "cumulative impacts" refer to two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the proposed Project when added to other closely related past, present and reasonably foreseeable probable future nearby projects. If a significant cumulative impact is identified, it must then be determined whether the Project's contribution to that impact would be cumulatively considerable. Cumulative impacts could occur if the construction of other projects occurred recently, at the same time as the proposed Project or is proposed in the near future, and in the same geographic scope, such that the effects of similar impacts of multiple projects combine to create greater levels of impact than would occur at the project-level. For example, if the construction of other projects in the area occurs at the same time as Project activities, combined air quality and noise impacts may be greater than at the project-level.

Five planned development projects are within one mile of the Project site, which are summarized in Table 11. The exact implementation timing of these projects is not known at this time; therefore, it is conservatively assumed that construction of these planned projects could overlap with construction of the proposed Project.

Table 11 Cumulative Development Projects

No.	Project Name	Project Location	Project Components	Status
1	Sherlock Homes	260 Arata Lane, 0.1 miles south of the Project site.	Construction of 7 new single-family residences and frontage improvements along Arata Lane.	Approved
2	Kashia/Burbank Affordable Housing/ Mixed Use Project	10221 Old Redwood Highway, 0.2 miles west of the Project site.	Construction of 54 affordable apartments for Kashia Tribe members and a mixed-use building for Tribal Headquarters offices, with community spaces and a lobby/gallery on the ground floor	Approved
3	Quail Acres	325 and 259 Arata Lane, adjacent to the Project site to the east.	Construction of 301 residential lots, community park, and extension of Los Amigos Road.	Approved
4	Arata North Subdivision	115 Arata Lane, 0.1 miles southeast of the Project site.	Creation of 55 lots on a 10.47 acre parcel and construction of new streets to provide access to the parcels.	Under Review
5	Windsor Hotel	160 Arata Lane, 400 feet west of the Project site.	Construction of a 115 room hotel, a pool and spa, surface level parking, and a new entrance onto Arata Lane.	Under Review

Source: Town of Windsor 2025c

The potential for the Project to contribute to cumulative impacts would be limited to the infrequent periods of Project activities and the following issue areas:

- **Air Quality.** Because the San Francisco Bay Area Air Basin currently exceeds the federal ozone and $PM_{2.5}$ standards and the state ozone, PM_{10}, and $PM_{2.5}$ standards, cumulative air quality impacts currently exist for these pollutants. As discussed in Section 3, *Air Quality*, Project construction and operational activities would not generate emissions of air pollutants exceeding BAAQMD significance thresholds, which are intended to assess whether a project's contribution to existing cumulative air quality impacts is considerable. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable.
- **Biological Resources.** Most cumulative impacts to biological resources occur when a disproportionate number of development projects occur at once and regionally impact a local population of a special status species, riparian habitat, sensitive natural communities, wetlands, or other locally protected biological resources. In this case, most cumulative projects would occur within previously developed areas, and would not be anticipated to result in significant impacts to special status plant and wildlife species or sensitive natural communities. For projects that would occur in areas that are not disturbed, project specific measures would be required to reduce impacts to special status plant and animal species on those project sites. Additionally, the proposed Project would be required to implement mitigation measures BIO-1 through BIO-6 to reduce its impacts to biological resources to a less-than-significant level such that project-level impacts would not result in a cumulatively considerable impact to biological resources.
- **Cultural and Tribal Cultural Resources.** Cumulative development in the region would continue to disturb areas with the potential to contain cultural and tribal cultural resources. The cumulative development projects have undergone or would be required to undergo CEQA review, which would determine the extent of potential cultural and tribal cultural resources impacts and mitigate those impacts appropriately. If these cumulative projects would result in impacts to known or unknown cultural or tribal cultural resources, impacts to such resources

would be addressed on a case-by-case basis. Given the uncertainty in the extent of impacts associated with these projects, this analysis conservatively assumes a significant cumulative impact to cultural and tribal cultural resources would occur. Nevertheless, the proposed Project would be required to implement mitigation measures CUL-1 and TCR-1 to reduce its impacts to cultural and tribal cultural resources to a less-than-significant level such that project-level impacts would not result in a cumulatively considerable contribution to this cumulative impact.

- **Greenhouse Gas Emissions.** GHG emissions and climate change are, by definition, cumulative impacts. As discussed in Section 8, *Greenhouse Gas Emissions*, the adverse environmental impacts of cumulative GHG emissions are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. As discussed in Section 8, *Greenhouse Gas Emissions*, Project emissions would be below the identified threshold of significance and therefore would not be cumulatively considerable.
- **Hazards and Hazardous Materials.** Similar to the proposed Project, cumulative projects would be required to comply with regulations applicable to the use, disposal, and transportation of hazardous materials during construction activities, and compliance with applicable regulations would reduce potential cumulative impacts to less-than-significant levels. With respect to the use and accidental release of hazardous materials in the environment at construction, effects are generally limited to site-specific conditions. As part of project approval for the cumulative projects, the Town would assess the need for fire protection services, which would inform efforts to improve or expand needed facilities. Cumulative development would comply with emergency access requirements as directed by respective Town and fire district regulations. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant.
- **Noise.** Overlapping construction activities associated with cumulative development projects in conjunction with proposed Project activities could result in cumulative noise impacts related to a temporary increase in ambient noise levels at the same noise-sensitive receivers located throughout the area, especially during construction activities. However, similar to the proposed Project, cumulative development projects would be subject to compliance with the noise level limits established in the Town's municipal code. Although there could be other cumulative projects simultaneously under construction near construction of the proposed Project, significant construction groundborne vibration and noise impacts would typically only occur for sensitive receptors within relatively close distances of construction activities (e.g., within approximately 25 feet for a vibratory roller). While the residence at 267 Arata Lane is within 25 feet of the proposed Project site, it is 70 feet from the Quail Acres Project site. Therefore because no two construction cumulative projects would both be within 25 feet of a given sensitive receptor or structure. Cumulative groundborne vibration and noise impacts would be less than significant.
- **Public Services.** Cumulative developments would be required to comply with the California Fire Code, Part 9 of the CBC and would follow standards for fire safety such as fire flow requirements for buildings, fire hydrant location and distribution criteria, automated sprinkler systems, and fire-resistant building materials. For these reasons, the cumulative projects would not result in the need to construct new or expand existing fire protection or emergency medical services facilities beyond those anticipated for expected population growth. Therefore, the cumulative impacts related to fire protection facilities would be less than significant. Cumulative plans and projects within the service area of the Windsor Police Department would be reviewed for impacts on police protection services, would be required to address any potential impacts with

mitigation, and would need to provide adequate emergency access for police services with proper signage and lighting. Because demand for law enforcement services is highly dependent on a number of factors that vary substantially by project (clientele, hours of operation, crime prevention measures, etc.), it is unlikely that there would be substantial overlap in demand that would result such that new facilities are necessary. The cumulative impact related to police protection facilities would be less than significant. Cumulative projects would be required to pay development impact fees towards school operation which, pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), are "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, the cumulative impact related to school facilities would be less than significant.

- **Transportation.** Overlapping construction schedules associated with cumulative development projects in conjunction with proposed Project activities could result in cumulative transportation impacts. Similar to the proposed Project, cumulative projects would be required to be consistent with VMT screening criteria or complete a VMT analysis. The proposed Project would not result in significant impacts related to VMT. Therefore, cumulative transportation impacts would be less than significant.
- **Utilities and Service Systems.** Operation of cumulative development projects in conjunction with proposed Project activities could result in cumulative utilities impacts. Similar to the proposed Project, cumulative projects would be required to undergo individual environmental review for potential impacts to existing utilities that serve the Town. The Project would not result in significant impacts to utilities or service systems and therefore would not contribute to a cumulatively considerable impact.

Based on this information, the proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact with mitigation incorporated.

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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, GHG emissions, hazards and hazardous materials, transportation, wildfire, and noise impacts. As detailed in the preceding responses, the Project would not result, either directly or indirectly, in substantial adverse impacts related to these issue areas. Impacts in all these issue areas would be less than significant with the exception of transportation and wildfire which would require mitigation. Mitigation measures TRA-1 through TRA-3 would ensure adequate traffic safety and Mitigation Measure WILD-1 would ensure adequate emergency access on the Project site. Implementation of these mitigation measures would reduce impacts to less than significant levels. Therefore, the Project would not have substantial direct or indirect adverse effects on human beings.

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