



**U.S. Department of Housing and Urban
Development**
451 Seventh Street, SW
Washington, DC 20410
www.hud.gov/espanol.hud.gov

Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: 414 Petaluma Boulevard North Affordable Housing

Responsible Entity: City of Petaluma

Grant Recipient (if different than Responsible Entity): MP 414 Petaluma Associates, LP

State/Local Identifier: California

Preparer: R.L. Hastings & Associates, LLC

Certifying Officer Name and Title: Olivia Ervin, Principal Environmental Planner

Grant Recipient (if different than Responsible Entity):

Consultant (if applicable):

Direct Comments to:

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Project Location:

414 Petaluma Boulevard North, Petaluma, Sonoma County, CA 94952 (APN #066-163-044)

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The purpose of the proposed project is to develop 44 units of affordable housing for low-income families in Petaluma, CA. According to data from the U.S. Census Bureau QuickFacts for the City of Petaluma, dated July 1, 2019, approximately 8.9% of the City of Petaluma's population were living in poverty. The City of Petaluma Housing Element indicated that approximately half of the extremely low-income households are renters and most (83%) experience a high incidence of housing problems, particularly overpaying for housing. Once the proposed project is complete and fully occupied, the project will partially meet the City's affordable housing needs for low-income residents of the City by providing 44 units of affordable housing,

Additionally, the project is an urban in-fill project located within the City of Petaluma. As such, the project is consistent with the City's policies of encouraging infill development in areas where services are already present and the City has the existing capacity to absorb the increased demands on services produced by those projects.

Description of the Area

Sonoma County is home to 483,878 residents. Part of the San Francisco Bay Area, in Northern California's celebrated wine country, some 30 miles/50 kilometers north of San Francisco's Golden Gate Bridge; bordered by Marin, Napa, Lake, and Mendocino Counties and the Pacific Ocean and the San Pablo Bay. Its natural beauty is present in the pristine beaches, lush redwood forests, and rich farmland. It has an ideal Mediterranean climate with warm days and cool nights during the summer months; ideal for producing some of the world's finest grapes and wines.

Sonoma County is divided into three regions: The *Coast* (Annapolis, Bodega, Bodega Bay, Fort Ross, Gualala, Jenner, Stewarts Point, The Sea Ranch, Timber Cove) is comprised of famous sea villages hugging the wild Pacific Coast and offering remarkable views, whale watching, fresh seafood, and seaside wine tasting; The *Rivers* (Cazadero, Duncans Mills, Guerneville, Monte Rio, Rio Nido, Russian River Valley) is defined by the slow, meandering Russian River, and majestic redwood trees. The area is full of history, outdoor activities, local color, and unique festivals; and *Valleys* – West, Central, and East made up of the cities and communities of Graton, Forestville, Freestone, Occidental, Sebastopol, Valley Ford; Asti, Cloverdale, Cotati, Fulton, Geyserville, Healdsburg, Penngrrove, Petaluma, Rohnert Park, Santa Rosa, Windsor; Boyes Hot Springs, Glen Ellen, Kenwood, Schellville, Sonoma.

Sonoma is the southwestern county and largest producer of California's Wine Country region, which also includes Napa, Mendocino, and Lake counties. It possesses thirteen approved American Viticultural Areas and over 350 wineries. In 2012, Sonoma County ranked as the 22nd county in the United States in agricultural production.

The County is served by the Charles M. Schulz Sonoma County Airport and is less than a two-hour drive from the San Francisco International Airport, Oakland International Airport, and the Sacramento International Airport. Rail access is provided by the Sonoma-Marin Area Rail Transit, running a 43-mile corridor between Northern Santa Rosa and downtown San Rafael.

The County has a per capita personal income of \$37,767, a median income of \$63,799, and a median value for owner-occupied housing of approximately \$657,244.

Description of the Surrounding Neighborhood

The project site (APN #066-163-044) is located on the east side of Petaluma Boulevard North, a north-south arterial roadway providing access to central Petaluma. The 0.66-acre property is bounded on the north, west, and south by commercial properties and on the east by an agricultural feed plant. The nearby commercial developments are characterized by one-story buildings occupied by a mix of commercial uses that include a gas station, a smog testing station, mixed-use retail/office/residential buildings and other automobile services.

The architectural character of the surrounding buildings is eclectic. Building exteriors generally reflect traditional shapes (gable, hipped and flat roofs) and exteriors are for the most part clad in wood or cement plaster materials. Design styles continue to evolve as the community redevelops overtime.

Construction and Design Description

The proposed project will provide 44 new affordable residential apartments in one (1) 50' tall 4-story wood-frame building. The building will be fully sprinkled and constructed per the California Building Code with wood frame construction. The exterior will be primarily stucco siding, wood trim with a flat roof including photovoltaic electricity generation. There will be nineteen (19) 592 sq. ft. one-bedroom units, twelve (12) 796 sq. ft. two-bedroom units, and eleven (11) 1,057 sq. ft. three-bedroom units. On-site management offices and resident community space, including community room and laundry room with 5 washers and 5 dryers, will be located on the ground floor with 3 floors of residential units above. MidPen's commitment to environmental sustainability will be evident by the use of photovoltaic electricity generation, electric appliances, and GreenPoint rating.

Each apartment in the proposed development will include the following amenities: range, refrigerator, garbage disposal, heating, coat closets, blinds, vinyl flooring, and will include CAT 5 wiring. All of the apartments will be designed for energy efficiency and include energy efficient appliances.

Common amenities include a exterior terrace with a barbecue area, a play structure, laundry facilities, on-site management, a large community room with kitchen, and a large bicycle storage room.

Tenants will be responsible for in unit electric expenses including cooking, heating, hot water, and general electric expenses. The landlord will pay for sewer and trash expenses, along with common area utilities and irrigation.

Projected Permanent Sources of Project Funding for Housing Community:

1) Conventional Permanent Loan (Tranche B)	\$ 3,779,000
2) County - CFH 2019	\$ 500,000
3) County - PLHA 2020	\$ 299,393
4) Petaluma Housing Funds 2020	\$ 2,000,000
5) Petaluma Fee Waiver	\$ 263,709
6) HCD - Joe Serna Farmworker	\$ 2,135,156
7) HCD - No Place Like Home	\$ 3,598,072
8) General Partner Equity	\$ 100
8) Limited Partner Equity	<u>\$21,349,260</u>
Total Estimated Costs -	\$35,156,028

Development Partners will include:

- 1) MidPen Housing Corporation

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The primary purpose of the proposed project is to develop 44 units of affordable housing in an area with high housing costs and little available affordable housing. The City of Petaluma Housing Element, revised November 19, 2018, showed that there is more than sufficient demand for affordable housing and that this project would only capture 13.9% of the total demand for affordable housing units. The proposed project would provide 44 affordable housing units, which would satisfy a portion of the Petaluma’s identified affordable housing needs.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The project site is located in a mixed-use area of the City which continues to develop with an additional mix of commercial and residential uses consistent with current zoning and General Plan land use designations.

Funding Information

Grant Number	HUD Program	Funding Amount
N/A	Section 8 Vouchers	\$5,869,856

Estimated Total HUD Funded Amount: \$5,869,856 – Estimated value of vouchers over 20 years

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$35,156,028

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No	<p><i>The project site is not located within an FAA-designated civilian airport Runway Clear Zone (RCZ), or within a military airfield Clear Zone (CZ) or Accident Potential Zone (APZ), therefore no disclosure is required.</i></p> <ul style="list-style-type: none"> - The project site is located approximately 2.45 miles southwest of the Petaluma Municipal Airport and is outside of all airport hazard zones. - The site is approximately 23 miles southeast of the Charles M. Shultz Sonoma County Airport, the nearest Civil Airport to the project site. - There are no military airfields in or near the project area. - The project is in compliance with 24 CFR Part 51 Subpart D and noticing is not required. - See Attachment A: Airport Hazards
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No	<p><i>Not applicable in California</i></p>
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No	<p><i>The project does not involve property acquisition, land management, construction or improvement within a 100-year floodplain (Zones A or V) identified by FEMA maps.</i></p> <ul style="list-style-type: none"> - According to FIRM map 06097C0982G dated 10.2.15, the project site is located in Zone X, Area of Minimal Flood Hazard. - Flood insurance is available but is not required. - See Attachment B: Floodplain Management

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p>	<p><i>The project site is located in an area with two Federal Criteria Pollutants – PM 2.5 (2006), and 8-hour Ozone (2008 and 2015) – classified as “Non-Attainment.”</i></p> <p>-Verified by EPA Greenbook “Currently Designated Nonattainment Areas for all Criteria Pollutants at https://www3.epa.gov/airquality/greenbook/ancl.html #CALIFORNIA</p> <p>- A NEPA Conformity Analysis prepared by Giroux & Associates, dated April 21, 2021 determined that estimated maximum annual emissions from the project, as per a CalEEMod analysis, will be significantly less than their associated de minimis thresholds and, therefore, a SIP consistency analysis is not required.</p> <p>- Verified by NEPA Conformity Analysis prepared by Giroux & Associates, dated April 21, 2021</p> <p>- See Attachment C: Clean Air</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 117(c) & (d)</p>	<p>Yes No</p>	<p><i>This project is not located in the coastal zone and therefore does not involve the placement, erection or removal of materials, nor increase the intensity of use in the coastal zone.</i></p> <p>- The project site is located approximately 14 miles east of the Coastal Zone per the County of Sonoma Coastal Zone map downloaded from the California Coastal Commission GIS system.</p> <p>- See Attachment D: Coastal Zone Management</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p>	<p><i>The project involves new development for habitation and is located within one mile of an NPL (“Superfund”) equivalent site, and within 2,000 feet of one Federal CERCLIS equivalent site but not within 2,000 feet of a SEMS or SEMS-archive site. The site is located near a site where petroleum hydrocarbons were known to exist and have the potential to affect the site.</i></p> <p>-A Phase I ESA prepared by Essel Environmental Engineering & Consulting (Essel), dated July 12, 2019, found evidence of two (2) Recognized Environmental Conditions (RECs) and two (2) Historical Recognized Environmental Conditions (HRECs), in connection with the site.</p> <p>-Essel identified two RECs connected to the project site. Six floor drains located in each car wash bay in the central and eastern portions of the site serve as a potential conduit to the subsurface. Based on the long-term use of the site for car wash and detailing operations, there is potential that wastewater</p>

containing petroleum hydrocarbons, metals, and/or solvents entering the floor drains and may have impacted the subsurface of the site.

- Essel noted that in February 2009 a Phase II Environmental Assessment was completed at the site and surrounding properties to the south and southeast. Based on available records, soil and groundwater was reportedly impacted with contaminants including petroleum products, lead, MTBE, toluene, 1,2-dichloroethane, sec-butylbenzene, and tert-butyl alcohol. No additional information was available as to the Phase II Environmental Assessment or any subsequent cleanup of the site or surrounding properties.

- Essel completed a Report of Subsurface Environmental Investigation, dated September 2, 2019, on the project site. Essel stated in its Conclusions & Recommendations that that with the exception of the lead and arsenic detections in the soil samples, the soil and fill material located in the subsurface at the site is not impacted with either organic or inorganic contaminants at concentrations of potential risk to human health. With respect to the lead and arsenic detections, Essel determined that the samples suggest potential localized anthropogenic source (i.e., fill materials) for these contaminants in the soil.

- The Subsurface report additionally found that benzene was detected at concentrations in soil-vapor at the site that exceed the Tier 1 ESL for benzene, which is based upon potential vapor intrusion into residential buildings. However, Essel determined there is no obvious source for the benzene at the site and the evidence suggests the source(s) are likely from the neighboring properties to the north (Raintree Car Wash) and west (former Blunt's Garage gas station at 415 Petaluma Boulevard North) which have had documented historical petroleum releases.

- Essel recommended that further investigation of the benzene detections in soil vapor be performed to evaluate the potential presence of benzene in soil beneath the site or to evaluate potential health risk concerns related to vapor intrusion into the planned residential buildings. Essel also recommended that the shallow soil (less than 2 feet bgs) across the site be evaluated for the extent of potential arsenic and lead contamination in this area. However, because this shallow soil may be excavated as part of the construction of affordable housing, it is appropriate to only evaluate lead and arsenic concentrations in soil that is within the proposed depth of excavation. Essel further recommended that a Site Management Plan be written as part of contingency planning for worker safety and waste disposal when excavating the shallow fill material and in area(s) of residual

		<p>contamination. Although the remediation program conducted on the Raintree property has removed much of the soil and groundwater contamination in the northern portion of the Site residual pockets of contamination may remain and should be addressed in the Site Management Plan.</p> <p>- Essel also indicated that, based on the timeframe of development of the site buildings, asbestos containing materials (ACMs) and/or lead-based paint (LBP) are presumed to be present. Essel recommended sampling and testing of building materials and surfaces for ACMs and LBP prior to any substantial renovation or demolition activities.</p> <p>- See the <i>Mitigations Measures and Conditions</i> section at the end of the NEPA for mitigations and conditions of approval required to be implemented prior to the receipt of building permits and during construction to address the above issues.</p> <p>- See Attachment E: Contamination and Toxic Substances</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p>	<p><i>- The project will not affect Federally listed or proposed threatened and endangered species, nor designated or proposed critical habitat.</i></p> <p>- The Property is located in an urbanized area, surrounded on all sides by urban uses. The project site is covered 100% with asphalt and structures with no value as habitat for endangered, rare, or threatened species.</p> <p>- The USFW Critical Habitat map indicates no critical habitat on or near the project site.</p> <p>- The project will comply with the City's Conditions of Approval for the protection of special-status birds as stated in the SB-35 Approval Letter.</p> <p>- See Attachment F: Endangered Species</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p>	<p><i>The project may expose people or buildings to above-ground explosive or flammable fuels or chemicals containers hazards.</i></p> <p>- A Phase I ESA prepared by Essel Environmental Engineering & Consulting (Essel), dated July 12, 2019, identified three AST's within ¼ mile of the project site.</p> <p>- The first AST is located at 323 E. Washington Street in Petaluma, approximately 1,042 feet southeast of the project and is separated from the project site by the Petaluma River and several commercial businesses and, therefore, does not pose a hazard for the project site.</p> <p>- The second AST is located at 125 Liberty Street in Petaluma, approximately 2,077 feet southwest of the project and is separated from the project site by</p>

		<p>approximately 7 blocks of commercial and residential properties and, therefore, does not pose a hazard for the project site.</p> <p>- The third AST location is at 30 Lakeville Street in Petaluma on property adjacent to the project on its eastern boundary. There are three ASTs containing propane (599-gallon capacity), gasoline (2,999-gallon capacity), and diesel fuel (5,999-gallon capacity). The ASTs are partially obstructed from the project site by a portion of a building, however, a HUD Acceptable Separation Distance Assessment using the largest capacity tank determined the Acceptable Separation Distance from the project site to be 583.37 feet. The distance from the tanks to the proposed location of the project's building is approximately 395 feet. Therefore, a blast wall will be required along the adjacent side of the project area.</p> <p>- See Attachment G: Explosive & Flammable Hazards</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p>	<p><i>The project site includes soil defined as “Prime Farmland” or “Prime Farmland if Irrigated” as identified by the USDA, NRCS but does not include “Unique Farmland” or “Farmland of Statewide Importance.”</i></p> <p>- 91.8% of site soils are in Map Unit Symbol CeA and 8.2% are in Map Unit Symbol YtA. Soils in Map Unit Symbol CeA are rated "Prime farmland if irrigated or drained" and soils in Map Unit Symbol YtA are rated "Prime farmland if irrigated."</p> <p>- Although the site contains listed soils, the site is located in an area committed to urban uses and is therefore exempt from the FPPA.</p> <p><i>Verified through Web Soil Survey downloads from the USDA, NRCS website at https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm</i></p> <p>- The California Department of Conservation, California Important Farmland Finder classifies the project site as “Urban Built-Up Land.” See https://maps.conservation.ca.gov/DLRP/CIFF/</p> <p>- See Attachment H: Farmlands Protection</p>

<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p>	<p><i>The project does not involve property acquisition, land management, construction or improvement within a 100-year floodplain (Zones A or V) identified by FEMA maps.</i></p> <p>- According to FIRM map 06097C0982G dated 10.2.15, the project site is located in Zone X, Area of Minimal Flood Hazard.</p> <p>- See Attachment B: Floodplain Management</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p>	<p><i>The City of Petaluma has made a Finding, and SHPO has not objected, that no historic properties will be affected by the project.</i></p> <p>- See Attachment H: Historic Preservation</p> <p>Attachment I contains the following supporting documentation: SHPO consultation letter dated 12.9.20 wherein the City stated it’s Finding of “No Historic Properties Affected” per 36 CFR Part 800.4(d)(1); California Historical Resources Information System (CHRIS) Records Search dated 4.30.20; Tribal Directory Assessment Information (TDAI) list for Sonoma County; Native American Heritage Commission (NAHC) response letter dated 4.28.20; Consultation letters sent to TDAI and NAHC list contacts dated 12.09.20 – no responses were received, and; National Register of Historic Places (NRHP) map of NRHP sites in the project area which identifies no sites in the area of the project site.</p> <p>- See Attachment I: Historic Preservation</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p>	<p><i>The project involves the development of noise sensitive uses and is located within line-of-sight of an arterial roadway and of an active railroad spur line.</i></p> <p>- The project site is located on Petaluma Boulevard North, a major arterial roadway, and approximately 450 feet from Lakeville Street – another major arterial roadway. The project is separated from Lakeville Street by continuous commercial buildings; therefore, noise from Lakeville Street is not considered significant. A HUD DNL calculation found that noise generated by Petaluma Boulevard is 66 dBA, just above HUD’s standard of 65 dBA.</p> <p>- Northern Pacific Railroad runs a freight-only spur line along the eastern boundary of the project site. The line is not a through line and the line ends approximately 600’ past the project site. Service is limited with an average of 2 trains per day. Although the HUD DNL calculator found that the noise level generated by the rail line at the project site to be 70 dBA, the engines, the primary noise source at low speeds and when starting and stopping, will be located some distance north of the site and not adjacent to the site.</p>

		<p>- The combined DNL for roadway and railway noise at the project site was determined by the DNL calculator to be 70 dBA.</p> <p>- The project site is located outside of the 65 dBA noise contours for all regional airports.</p> <p>- Noise mitigation measures shall be required to be implemented to ensure that interior noise levels are no more than 45 dBA. These measures may include higher than standard STC rated windows and doors and closed system HVAC to allow windows to be closed to insulate interior areas from external noises generated by traffic and trains.</p> <p>See Attachment J: Noise Abatement</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p>	<p><i>The project is not located within an area designated by the EPA as being supported by a sole source aquifer.</i></p> <p><i>Verified by sole source aquifer map downloaded from: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b</i></p> <p>- See Attachment K: Sole Source Aquifers</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p>	<p><i>The project does not involve new construction within or adjacent to a wetland(s) habitat</i></p> <p><i>Verified by: Wetlands Map downloaded from https://fws.gov/wetlands on 4.30.20.</i></p> <p>- The U.S. Fish and Wildlife Service National Wetlands Inventory Wetlands Mapper indicates that there are no wetlands on or adjacent to the project site.</p> <p>- See Attachment L: Wetlands Protection</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p>	<p><i>The project is not within one mile of a listed section of a Wild and Scenic River.</i></p> <p>- The proposed project site is not located within one mile of a listed river. There are no Wild & Scenic Rivers in Sonoma County.</p> <p><i>Verified by the Wild and Scenic Rivers list downloaded from https://www.rivers.gov/river-app/index.html?state=CA</i></p> <p>- See Attachment M: Wild & Scenic Rivers</p>

ENVIRONMENTAL JUSTICE

Environmental Justice

Executive Order 12898

Yes No

The project site is suitable for its proposed use; and with mitigations the project won't be adversely affected by a pre-existing environmental condition.

- The proposed 44-unit project has no aggregate Environmental Justice issues identified by the EPA EJSCREEN Report (Version 2019) or in this NEPA. EJ data was collected at the 0.125, 0.25, 0.5, .075, and 1-mile radii out from the project site. EJSCREEN has eleven (11) *Environmental Indicators* (EI) measuring environmental impacts. These EI are compared at the selected distances to State, EPA Region and National (U.S.) levels. Nine of the eleven EI (9/11) were lower in the project area than at the comparison levels of California, EPA Region and U.S. Of the nine (9), seven (7) were significantly lower. One of the eleven (1/11) was lower at two of the three (2/3) comparison levels.

- Using the 0.125-mile radius centered on the project site to represent the project site, *Traffic Proximity* was lower at the U.S. level by 950 points but was higher at the other 2 levels. *Lead Paint* at 0.41 was higher at all levels – State (0.29), EPA (0.24), and U.S. (0.28).

- Based on this data, the project site does not suffer disproportionately from environmental issues and is actually significantly better than the comparison levels.

- EJScreen also has several *Demographic Indicators* (DI) measuring demographic factors, the most relevant of which are the composite score of *Demographic Index*, which is a composite of *Minority Population* and *Low-Income Population*. The *Demographic Index* at 34%, and its composite factors of *Minority Population* at 39% and *Low-Income Population* at 30%, are lower than at all 3 comparison levels. *Demographic Index* and *Minority Population* are significantly lower at State and EPA levels.

- Based on this EPA EJScreen data, regardless of population group served, the population will not be affected disproportionately from environmental issues with mitigation measures required by this NEPA and other project conditions of approval.

- See the *Contamination and Toxic Substances* section above for a discussion of contaminated soil on a portion of the site, the *Explosive and Flammable Hazards* section above for a discussion of AST hazards, and the *Noise Abatement and Control* section above for a discussion of noise issues. The *Mitigation Measures and Conditions* section at the end of this document discusses Measures and Conditions that are required to be implemented as part of the project or

		<p>taken prior to construction and ground disturbance as a Condition of Approval for this Environmental Assessment. Clearance from applicable agencies must be received prior to the commencement of ground-disturbing activities and construction of the project.</p> <ul style="list-style-type: none">- Once these mitigation measures have been implemented as required, the project and site will have no Environmental Justice issues with respect to any groups.- Additionally, the project will benefit the low-income population by bringing much needed affordable housing units to the neighborhood and community. <p>- See Attachment N: Environmental Justice</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<ul style="list-style-type: none"> - The project site is zoned I (Industrial) and has a Land Use designation of MU Mixed Use; however, the project site has a T-5 Urban Center zoning designation per the Central Petaluma Specific Plan which allows the proposed project. - As proposed and conditioned, the project conforms with all applicable codes and policies of the General Plan/LCP. - <i>Verified by Central Petaluma Specific Plan and City of Petaluma Zoning Map</i> - Project design must comply with City design standards and must be approved by the City to ensure that the design is compatible with City design standards and with the neighborhood. - See Attachment O: Land Development
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p>Soil Suitability</p> <ul style="list-style-type: none"> - A Geotechnical Investigation conducted by Rockridge Geotechnical (Rockridge), dated April 26, 2020, determined that the site is suitable for development if the recommendations contained in the report are implemented. Rockridge found that the central portion of the site (eastern portion of the proposed building) is underlain by a relatively thick deposit of potentially liquefiable soils between depths of approximately 15 and 28 feet bgs. They recommended utilizing Drilled Displacement Columns (DDCs) to mitigate liquefaction potential and stated ground improvement should be designed to reduce earthquake-induced settlements on the building foundations and to

densify the potentially liquefiable soil to reduce liquefaction potential. Rockridge stated the potential for settlements or liquefaction cannot be completely mitigated with (DDCs); however, significant improvement will occur such that the site will not incur significant non-linear behavior during strong ground shaking. Rockridge recommended DDCs beneath the floor slab in the eastern portion of the building be spaced no more than six feet on-center to mitigate liquefaction potential.

Verified by: Geotechnical Investigation conducted by Rockridge Geotechnical, dated April 26, 2020.

Slope

- The project site is relatively level with an average slope rating of 1.0 (1%) by the USDA NRCS; therefore, slope will have no impact on site development.

Erosion

- The project site is not located in an erosion sensitive area as defined by the following: The project site is not located near water and has a minimal slope of 0-5% (1%).

- Susceptibility to erosion by water is not considered significant due to the minimal slope of the site.

-Development of the proposed project, paved and pervious surface areas, and irrigated landscaping will reduce the potential for erosion on the site.

- The City will require that standard BMP's be followed during construction to minimize construction related erosion from the site during construction activities.

Storm Water Runoff and Drainage

- All projects within the City must comply with the current version of the City NPDES Permit.

- To reduce the potential for water ponding adjacent to the building, a Geotechnical Investigation conducted by Rockridge Geotechnical (Rockridge), dated April 26, 2020, recommended the ground surface within a horizontal distance of five feet from the building slope down away from the building with a surface gradient of at least two percent in unpaved areas and one percent in paved areas. In addition, roof downspouts should be discharged into controlled drainage facilities to keep the water away from the foundations. The use of water-intensive landscaping around the perimeter of the building should be avoided to reduce the amount of water introduced to the expansive clay subgrade.

- The City has adopted a development impact fee to address storm water run-off for projects which cause an increase in run-off of two-acre feet or less. The fee will be required to provide on- or off-site detention equal to the calculated increase in run-off payable prior to grading permit issuance. Potential impacts from storm water run-off; therefore, are considered less than significant due to

		<p>code provisions and the payment of impact fees in effect at the time of permit issuance.</p> <p><i>Verified by: Geotechnical Investigation conducted by Rockridge Geotechnical, dated April 26, 2020 and City of Petaluma Municipal Code, Chapter 17.30.020</i></p> <p>- See Attachment O: Land Development</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p>Earthquake Faults and Earthquake Potential</p> <p>- The project is not expected to expose people or structures to substantial adverse effects, including the risk of loss, injury, or death as a result of geologic hazards including earthquakes, strong seismic ground shaking, seismic-related ground failure, or landslides with adherence to the applicable California Building Code and City of Petaluma Building Code requirements.</p> <p>- Rockridge Geotechnical (Rockridge) prepared a Geotechnical Investigation for the project, dated April 26, 2020. Rockridge found that the site is located within a seismically active area, but outside of Alquist-Priolo Earthquake Fault Zones. According to the Geotechnical Investigation and the City of Petaluma General Plan 2025, no potentially active faults cross the City of Petaluma, and the risk for surface ground rupture is therefore low. However, strong ground shaking should be expected during the design life of the planned structures. The City of Petaluma General Plan additionally stated that, at a minimum, planned improvements should be designed to resist seismic shaking in accordance with current California Building Code (CBC) requirements and the requirements in the City of Petaluma’s Building Code.</p> <p>- The City will require that the recommendations contained in the Geotechnical Engineering Report be adhered to during design and construction of the Project. Prior to the issuance of building permits, the City will ensure that structures are designed and will be constructed in accordance with the 2019 Edition of the CBC, as recommended, during the building permit issuance process and construction site inspections.</p> <p>Landslide & Liquefaction Potential</p> <p>- The project site has a slope of 1%, making the risk of landslide very small. However, Rockridge determined that the central portion of the site (eastern portion of the proposed building) is underlain by a relatively thick deposit of potentially liquefiable soils between depths of approximately 15 and 28 feet bgs. They recommended utilizing Drilled Displacement Columns (DDCs) to mitigate liquefaction potential and stated ground improvement should be designed to reduce earthquake-induced settlements on the building foundations and to densify the potentially liquefiable soil to reduce liquefaction potential. Rockridge stated the potential for settlements or liquefaction cannot be completely mitigated with (DDCs); however, significant improvement will occur such that the site will not incur significant non-linear behavior during strong ground shaking. Rockridge recommended DDCs beneath the floor slab in the eastern portion of the building be spaced no more than six feet on-center to mitigate liquefaction potential.</p>

Verified by: Geotechnical Investigation conducted by Rockridge Geotechnical, dated April 26, 2020.

Tsunami and Seiches Potential

- According to the California Emergency Management Agency Tsunami Inundation Maps, the project site is in the Petaluma Quadrangle outside of tsunami inundation areas. Seiches, the oscillation of large bodies of standing water such as bays or lakes that can occur in response to ground shaking, do not pose a hazard to the site as there are no standing bodies of water near the project site. Additionally, while the site is located in a seismically active area, risk of seiches is low because the project site is not located in an earthquake fault zone.

Noise

- An increase in existing noise levels is expected during the construction phase of improvements. However, such noise would be temporary and recognized as customary for such improvements. Operation of heavy machinery used in grading and trenching would be the primary source of noise during project construction. Construction would generate noise of varying intensity and duration, depending on the particular task (i.e. grading versus boring). Noise levels, therefore, would vary throughout the construction process. The contractor is required to comply with time periods and other controls established for construction activities. The City's standard conditions include limitations on hours of construction as follows:

- During construction, the City will require that standard BMP's be adhered to including allowable hours for use of equipment and other construction activities. Construction activities shall be limited to between the hours of 6:00 a.m. to 8:00 p.m. on weekdays and 8 a.m. to 5 p.m. on Saturdays.

- All construction equipment must be maintained according to the manufacturer's specifications, and noise generating construction equipment must be equipped with mufflers.

Wildland Fires Potential

- The project will not expose people or structures to significant risk of loss or injury due to wild-land fires. The project site is located in an area classified as a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) by Cal Fire.

Verified by Cal Fire "Very High Fire Hazard Severity Zones in LRA" map.

Emergency Response & Access

- The City of Petaluma Fire Response Radii map shows the project site to be within the four-minute response area for Station 1 and on the border of the four-minute response areas for Stations 2 and 3. Site emergency access must meet City requirements and will be approved during the approval process including approval of the Petaluma Fire Department for emergency access.

Hazardous Materials

		<p>- With mitigations, the project will not be impacted by any known hazardous materials sites nor create a significant hazard to the public or the environment due to hazardous materials other than the temporary use of hazardous materials such as gasoline and oil during the construction process.</p> <p><i>Verified by Phase I ESA prepared by Essel Environmental Engineering & Consulting, dated July 12, 2019</i></p> <p>Construction Site Safety</p> <p>- Following general construction safety practices, the project site will be fenced during construction and will have signs posted limiting unauthorized access and the potential for injury.</p> <p>- See Project Description; Attachment E: Contamination & Toxic Substances, and; Attachment O: Land Development.</p>
Energy Consumption	1	<p>- The project will comply with Title 24 requirements for energy efficiency. The project will be 100% electric, with at least 50% of Common Area electric usage offset from rooftop solar photovoltaic panels. All appliances will be Energy Star rated.</p>
Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<p>- The project will create temporary construction employment, some of which is likely to be drawn from the local employment base.</p> <p>- Additionally, the project may create some new permanent jobs to operate the project and will create additional continuing contracting opportunities for local businesses that may also lead to some job creation, most likely for existing area residents but the effect will be less than significant.</p>
Demographic Character Changes, Displacement	2	<p>- At 44 units, the project is too small to instigate any demographic character changes in the community. Additionally, although the project does not have a residency preference and may serve some new residents, the project is designed to meet an existing local need for affordable housing units and serve existing residents of the project area rather than to attract and bring in new residents.</p> <p>- There is a single one-story commercial building onsite which is currently leased to A.G. Spanos Construction, Inc. ("Spanos"). Spanos is currently developing a 184-unit market rate rental development just south of 414 Petaluma and are utilizing the previously vacant building at 414 Petaluma as a construction office instead of an onsite construction trailer. MidPen does not anticipate that Spanos will pursue relocation benefits, as the costs associated with a construction office are standard operational costs during construction. MidPen has contracted with AutoTemp for relocation consulting services who have prepared a relocation plan in the event relocation costs are pursued by Spanos.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>Educational Facilities</p> <ul style="list-style-type: none"> - The project site is located in the Petaluma City Schools District. The Petaluma City Schools District currently serves approximately 7,493 students in eight elementary schools, two junior high schools, one K-8 independent charter school, one 7-8 charter school, two high schools, and four alternative schools. The Petaluma City Schools District student population is 54.3% White, 35.9% Hispanic, 9.8% Other, 13.5% English learner, and 36.7% Socioeconomically disadvantaged. - The project site is within 3 miles of 19 schools within the Petaluma City and adjacent School Districts. - The project is a relatively small 44-unit project and will impact schools but the impact is anticipated to be less than significant. - The project is likely to primarily serve existing low-income members of the community with children who are already enrolled in area schools - In addition, the project will be required to pay school impact fees, which are designed to mitigate any potential impacts on schools. <p>Cultural Facilities</p> <ul style="list-style-type: none"> - The proposed project may potentially result in an increase in demand on or for cultural facilities in the City of Petaluma and the surrounding areas but, due to the relatively small project size and the likelihood of the project primarily serving existing area residents, any potential increased demand is not expected to exceed the capacity of existing facilities. There are adequate cultural facilities in the City and surrounding areas to accommodate any potential increased usage generated by the project. - The City of Petaluma showcases an array of talent through its art galleries, museums, festivals, and outdoor performances. Premier cultural events like Art in the Park, Petaluma Pete Honky-Tonk Piano Competition, Petaluma Adobe Fandango, All Hallow’s Art Fest, Petaluma River Craft Beer Festival, Fall Antique Faire, LumaFest, and others draw visitors to this vibrant, eclectic area. Petaluma is also home to Petaluma Adobe State Park, housing one of Northern California’s oldest preserved buildings; the Nationally Registered downtown showcasing some of the best examples of iron-front architecture in the U.S.; the Petaluma Historical Library and Museum housed in a former Carnegie Library; the Military Antiques and Museum, one of the country’s largest retail military shops; and the Mystic Theatre, holding regular performances since 1911. - See Attachment P: Community Facilities & Services

Commercial Facilities	1	<ul style="list-style-type: none"> - The proposed project will potentially benefit nearby businesses as a result of increased business received from project residents. Additionally, placing residents in more affordable housing provides more disposable income for spending on hard and soft goods. - The project site is located in a commercial district within the City and there are adequate commercial facilities and accessible bus routes near to the project site for residents to travel to businesses further out from the site. - Additionally, the project is not expected to negatively impact other businesses farther out from the project by significantly reducing current demand for their services. Petaluma is a small community and commercial facilities around the city are reasonably accessible to residents by private or public transportation.
Health Care and Social Services	2	<p>Health Care</p> <ul style="list-style-type: none"> - The proposed project is not expected to significantly impact demand for health care in the area. Sufficient health care is available in the City of Petaluma and surrounding communities to handle any potential increase in demand. The net impact on health care services is anticipated to be low and less than significant. - Petaluma Valley Hospital is conveniently located approximately 2.1 miles northeast of the project site. Petaluma Hospital is fully staffed to handle any needs generated from the project. <p>Social Services</p> <ul style="list-style-type: none"> - Such social services as may be needed, are offered by a wide variety of both public and private non-profit agencies in City of Petaluma and in surrounding communities, including Breakthrough, LLC, Birthright of Petaluma, United Cerebral Palsy, Housing Land Trust of Sonoma, Human Services Management, several Sonoma Human Services offices, Sonoma County Family, Youth, and Children’s Services, A Step Up, LITA of Sonoma County, Inc., the YMCA, Social Advocates for Youth, Senior Assistance, LLC, and Petaluma Active 20-30. <p>- See Attachment P: Community Facilities & Services</p>
Solid Waste Disposal / Recycling	2	<ul style="list-style-type: none"> - The proposed project will generate additional solid waste but, is not expected to exceed the City’s ability to collect or recycle solid waste. - The project would be served by Recology, a City of Petaluma contractor. Recology has adequate capacity to serve the project. - The project is expected to comply with statutes and regulations related to solid waste, similar to other residential developments in the area. No known project elements would create unusual solid waste conditions. - <i>Verified by City of Petaluma Public Works and Recology websites, accessed 6.29.20</i> <p>- See Attachment P Community Facilities and Services</p>

Waste Water / Sanitary Sewers	2	<ul style="list-style-type: none"> - The City of Petaluma is the sole provider of wastewater service within the City limits. Facilities include: the Ellis Creek Water Recycling Facility and the wastewater collection system, which has approximately 195 miles of pipelines. - The City of Petaluma will provide wastewater treatment for project generated wastewater. The project will not exceed wastewater treatment requirements as established by the Regional Water Quality Control Board. - The City's treatment plant has capacity adequate to handle the increased flows anticipated as a result of this project. The project will not require the construction of additional facilities. - <i>Verified by: City of Petaluma Public Works website, accessed 6.29.20</i>
Water Supply	2	<ul style="list-style-type: none"> - Water will be provided by City of Petaluma Water Service. The proposed project may generate in an increase in demand on the City's water supply but will not exceed the capacity of the City's existing water supply. - The site is adequately served by all required utilities and public services to support the proposed project. - <i>Verified by City of Petaluma Public Works website, accessed 6.29.20 and City of Petaluma General Plan 2025</i> - See Attachment P: Community Facilities and Services
Public Safety - Police, Fire and Emergency Medical	2	<p>Public Safety - Police</p> <ul style="list-style-type: none"> - The proposed project is not expected to significantly increase demand for public safety services, including police protection services, due both to the small size of the project (44 units) and that the project is being proposed to meet the affordable housing needs existing area residents rather than draw new residents into the area. Additionally, the project is an infill project located in an area already being served by the Petaluma Police Department. - The Petaluma Police Department is located at 969 Petaluma Boulevard North, approximately 0.5 miles from the project site <p>Public Safety - Fire</p> <ul style="list-style-type: none"> - The proposed project is not anticipated to significantly increase demand for fire protection services. Compliance with all fire protection requirements of the City of Petaluma and the Uniform Fire Code for fire safety and fire emergency response will avoid significant impacts. - The project will be served by Petaluma Fire Department Station 1 located at 198 E. D Street, approximately 0.7 miles southeast of the proposed project site. The project is an infill project and the Fire Department has the capacity to serve the proposed project. - The project is required to comply with the Uniform Fire Code, all state, federal, and City of Petaluma requirements.

		<p>Public Safety – Emergency Medical Services</p> <ul style="list-style-type: none"> - The proposed project is not expected to significantly increase demand for emergency medical services as the project is designed to serve the needs of current area residents. - Petaluma Fire Department provides first response Paramedic services to the City of Petaluma. The Department operates 2 fully equipped ambulance service apparatus per shift that are fully staffed 24 hours a day, 365 days a year. Additionally, 21 of the Department’s 47 firefighters are also EMTs or Paramedics. <p>- See Attachment P: Community Facilities and Services</p>
Parks, Open Space and Recreation	2	<ul style="list-style-type: none"> - The proposed project may generate a moderate increase in demand on and for parks, open space and recreational opportunities. There are abundant parks, open space and recreational opportunities in the City of Petaluma and the surrounding areas, including City parks and parks in surrounding communities, including Penry Park located approximately 0.3 miles from the project site, Shollenberger Park, and Petaluma Adobe State Historic Park. - Additionally, the City will assess development impact fees when building permits are issued for construction of the project. These fees are designed to offset any potential impacts of new development on city services, including parks. <p>- See Attachment P: Community Facilities and Services</p>
Transportation and Accessibility	2	<p>Accessibility</p> <ul style="list-style-type: none"> - The project is required to and will meet all Federal, State and Local regulations governing accessibility. - 21 parking spaces will be provided on site <p>Transportation</p> <p><i>Temporary Impacts</i></p> <ul style="list-style-type: none"> - There will be a temporary increase in traffic from contractors building the project; however, this impact is temporary in nature and does not constitute a permanent impact. <p><i>Permanent Impacts</i></p> <ul style="list-style-type: none"> - Petaluma Boulevard is a major arterial roadway running north-south through central Petaluma. Project generated increases in traffic on Petaluma Boulevard North would not reduce the level of service along Petaluma Boulevard North to an unacceptable service level or exceed the capacity of the street system. - The City of Petaluma is served by three transit agencies – Petaluma Transit, Sonoma County Transit, and Golden Gate Transit. Petaluma Transit provides

		<p>fixed-route “mini-bus” service within the City limits. Buses operate on 60-minute headways (period of time between buses) during weekdays. Sonoma County Transit provides connections to Santa Rosa, Sonoma, Rohnert Park and other destinations within Sonoma County. Headways are generally over an hour. All Petaluma Transit and Sonoma County Transit routes start and end at the Downtown bus depot located at the Copeland Transit Mall, near the intersection of Copeland and Bodega Streets. Golden Gate Transit serves commuters traveling to Marin County and San Francisco during peak hours. Golden Gate provides southbound service during the morning peak and northbound service during the evening peak. During peak hours of operation, typical intervals between buses are five to 10 minutes. Little or no service is provided outside of the peak hours in the peak direction.</p> <p>- Additionally, Sonoma-Marín Area Rail Transit (SMART) provides passenger rail service for Marin and Sonoma Counties. The current 45-mile system includes a station in Petaluma as well as stations in the Sonoma County Airport area, Santa Rosa, Rohnert Park, Cotati, Novato, San Rafael, and Larkspur.</p> <p><i>Verified by: City of Petaluma General Plan 2025 and City of Petaluma General Plan DEIR</i></p> <p>- See Attachment Q: Transportation</p>
Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>- The project site is a former self-serve car wash with no unique natural features. The site is flat and 100% covered in asphalt and structures. There are no water resources on or adjacent to the site.</p> <p>- See Project Description – USGS map and Photos</p>
Vegetation, Wildlife	2	<p>Vegetation</p> <p>- The project area consists of a former self-serve car wash and a parking area. The site is completely paved and there is no vegetation on the site.</p> <p>Wildlife</p> <p>- The project area consists of a former self-serve car wash and a parking area. The site is completely paved and is not amenable to wildlife.</p> <p>- See Attachment F: Endangered Species, Attachment Z: Planning Staff Report, and Project Description - Photos</p>
Other Factors	2	N/A

Additional Studies Performed:

No additional studies were performed for preparation of this NEPA other than those referenced in specific factors and below.

Field Inspection (Date and completed by):

Field Inspections were done by the preparers of reports used in this NEPA including:

- Essel Environmental Engineering & Consulting, July 1, 2019
- Rockridge Geotechnical, August 15, 2019

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

The following were used for each item as applicable:

- Essel Environmental Engineering & Consulting. – Phase I Environmental Site Assessment, dated 7.12.19
- Essel Environmental Engineering & Consulting. – Report Subsurface Environmental Investigation, dated 9.2.19
- Rockridge Geotechnical – Geotechnical Investigation, dated 4.26.20
- USGS, Petaluma Quadrangle 7.5-Minute series topographic map
- Google Earth and Google Maps

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6

Airport Hazards

-
- 24 CFR Part 51 Subpart D
- Google Maps
- Google Earth

Coastal Barrier Resources

- Not applicable in California

Flood Insurance

- FIRM Community Panel number 06097C0982G dated 10.2.15

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

Clean Air

- EPA Greenbook “Currently Designated Nonattainment Areas for all Criteria Pollutants at <https://www3.epa.gov/airquality/greenbook/ancl.html#CALIFORNIA>
- NEPA Conformity Analysis prepared by Giroux & Associates, dated April 21, 2021

Coastal Zone Management Act

- California Coastal Zone Map downloaded from <https://www.coastal.ca.gov/maps/czb/>

Contamination and Toxic Substances

- Essel Environmental Engineering & Consulting. – Phase I Environmental Site Assessment, dated 7.12.19
- Essel Environmental Engineering & Consulting. – Report Subsurface Environmental Investigation, dated 9.2.19

Endangered Species Act

- USFWS – Critical Habitat for Threatened & Endangered Species

Explosive and Flammable Hazards

- Essel Environmental Engineering & Consulting. – Phase I Environmental Site Assessment, dated 7.12.19
- Google Earth

Farmlands Protection

- USDA, NRCS website at <https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>

Floodplain Management

- FIRM Community Panel number 06097C0982G dated 10.2.15

Historic Preservation

- Ms. Julianne Polanco, State Historic Preservation Officer
- California Historical Information System report, dated 4.30.20
- Native American Heritage Commission response, dated 4.28.20
- Tribal Directory Assessment Information – Contact Information for Tribes of Sonoma County, CA
- Tribal Consultations with tribe on the TDATE listing for Sonoma County
- National Register of Historic Places (NRHP) Records Search
- The USGS, Petaluma Quadrangle 7.5-Minute series topographic map
- Google Aerial Photos

Noise Abatement and Control

- City of Petaluma – Petaluma Traffic Counts
- Federal Railroad Administration Office of Safety Analysis Crossing Inventory and Accident Report
- Federal Railroad Administration Office of Safety Analysis Safety Map
- HUD Day/Night Noise Level calculator
- Google Earth

Sole Source Aquifers

- EPA Region 9 Sole Source Aquifers Map downloaded from <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>

Wetlands Protection

- Wetlands Map downloaded from <https://fws.gov/wetlands> on 4.30.20

Wild and Scenic Rivers Act

- Wild and Scenic Rivers list downloaded from <https://www.rivers.gov/river-app/index.html?state=CA>

ENVIRONMENTAL JUSTICE

Environmental Justice

- US EPA – EJSscreen Report (Version 2019)

Environmental Assessment Factors

- City of Petaluma - Central Petaluma Specific Plan
- City of Petaluma Zoning Map
- Rockridge Geotechnical – Geotechnical Investigation, dated April 26, 2020
- City of Petaluma Municipal Code, Chapter 17.30.020
- Essel Environmental Engineering & Consulting. – Phase I Environmental Site Assessment, dated 7.12.19
- Essel Environmental Engineering & Consulting. – Report Subsurface Environmental Investigation, dated 9.2.19
- Petaluma Valley Hospital website
- City of Petaluma Public Works website
- Recology website
- City of Petaluma General Plan 2025
- City of Petaluma General Plan 2025 Draft Environmental Impact Report
- Petaluma Fire Department website
- USDA, NRCS website at <https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>
- California Department of Conservation regulatory maps viewed or downloaded from:
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>
- California Emergency Management Agency – Tsunami Inundation Map for Emergency Planning
- Cal Fire “Very High Fire Hazard Severity Zones in LRA” map.
- Petaluma Transit website
- Sonoma-Marin Area Rail Transit (SMART) website
- California Emergency Management Agency – Tsunami Inundation Map for Emergency Planning
- Google Earth
- Google Maps

List of Permits Obtained:

No permits other than standard construction-related permits are required and none have been obtained at this time.

Public Outreach [24 CFR 50.23 & 58.43]:

MidPen Housing held three (3) community outreach meetings in Petaluma in October 2019, November 2019 and January 2020 to discuss the proposed project with the greater public. Neighbors within a 1,000 foot radius of the project were notified via mail, as well as flyers posted at key locations such as grocery stores and libraries. The City of Petaluma Planning Commission held a public informational session in May 2020, and the City Council approved a funding request for the project at a City Council meeting in June 2020.

Cumulative Impact Analysis [24 CFR 58.32]:

No factors were found to be significant on a stand-alone basis; there are no other actions requiring aggregation with this action, and; there are no cumulative impacts when considering all factors as a whole that would result in the Finding being other than **No Significant Impact**.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The project site is in an area of the City of Petaluma identified in the Central Petaluma Specific Plan as an area in need of redevelopment, is consistent with the redevelopment plans outlined in the Specific Plan and meets a significant City-identified need in respect to the provision of affordable housing for low- and very-low income residents of the City - No other alternatives to the proposed action were considered.

No Action Alternative [24 CFR 58.40(e)]:

There are few benefits to be obtained by not developing the site as proposed. The project will increase the much-needed supply of housing in the project area with existing public infrastructure and without significantly impacting existing public services. Not developing this particular project will delay the development of much needed affordable housing needed in the community.

Summary of Findings and Conclusions:

The City of Petaluma finds that the project, with the mitigations stated below, will have no significant effect on the quality of the human environment. In several areas, implementation of City and other agency required measures during construction, along with other conditions required for City approval of the project, will not only result in the project having no significant impact on the quality of the human environment but will have a beneficial impact in several areas such as improving the visual aesthetics of the area.

The project will benefit the City of Petaluma and low-income residents needing affordable rental housing providing quality low-income housing without exposing residents to hazardous environmental conditions and will improve their quality of life.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

- *The City of Petaluma has prepared CONDITIONS OF APPROVAL – which specify the Conditions and mitigations that must be complied with in order to obtain final Project approval and permits and which must be adhered to prior to, during, and after construction, which include, but are not limited to, those listed below.*

Law, Authority, or Factor	Mitigation Measure
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p><i>Due to the possibility of unidentified (e.g., buried) cultural resources being found during any ground disturbing activities, permits issued for the project will require construction to be halted within 50 meters, or +/- 160 feet, of any archaeological resources or human remains accidentally discovered during construction until they can be evaluated by a qualified professional archaeologist and, if required, formulation and implementation of appropriate mitigation measures.</i></p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p><i>For the protection of special-status birds, and native nesting birds protected by the MBTA and the CDFW, project development activities shall occur outside of the bird nesting season, to the extent feasible. If development activities must occur during the nesting season (February 1 – August 31), a qualified biologist shall conduct a nesting bird survey no more than 14 days prior to the commencing the Project activities. The nesting survey shall include an examination of all trees onsite and within 200 feet of the development footprint (i.e., within a zone of influence of nesting birds), not just trees slated for removal. The zone of influence includes those areas outside the project site where birds could be disturbed by earth-moving vibrations and/or other construction-related noise. If the biologist does not identify active bird nests during the surveys, no impacts will occur to birds and work may progress without restriction. If active nests are identified, an appropriately sized temporary buffer around the nest shall be installed under the oversight of a qualified ornithologist/biologist to avoid impacts to nesting birds. The buffer size will be determined by the qualified biologist depending on the bird species, and typically range from 50 feet for small birds and up to 300 feet for raptors. A qualified ornithologist/biologist that frequently works with nesting birds shall prescribe adequate nesting buffers to protect the nesting birds from harm while the project is constructed. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified</i></p>

	<p><i>ornithologist/biologist that the young have fledged and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed. In the region of the project site, most species complete nesting by mid-July. This date can be significantly earlier or later and will be determined by the qualified biologist. At the end of the nesting cycle, and fledging from the nest by its occupants, as determined by a qualified biologist, temporary nesting buffers may be removed, and construction may commence in established nesting buffers without restriction.</i></p>
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p><i>During grading and construction, sensitive receptors will potentially be subject to increased pollutant concentrations, primarily from blowing dust associated with ground disturbances and construction equipment emissions. The effect will be mitigated by requiring the developer to comply with the City's dust control program.</i></p> <p><i>Feasible Mitigation Measures</i></p> <ul style="list-style-type: none"> <i>• Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.</i> <i>• Prohibit all grading activities during periods of high wind (over 15 mph).</i> <i>• Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).</i> <i>• Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.</i> <i>• Haul trucks shall maintain at least 2'0" of freeboard.</i> <i>• Cover all trucks hauling dirt, sand, or loose materials.</i> <i>• Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.</i> <i>• Plant vegetative ground cover in disturbed areas as soon as possible.</i> <i>• Cover inactive storage piles.</i> <i>• Install wheel washers at the entrance to construction sites for all exiting trucks.</i> <i>• Pave all roads on construction sites.</i> <i>• Sweep streets if visible soil material is carried out from the construction site.</i> <i>• Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 Nuisance).</i> <i>• Limit the area under construction at any one time.</i>

Contamination and Toxic Substances

24 CFR Part 50.3(i) & 58.5(i)(2)

- *The project is required to comply with all Federal, State, and City regulations governing demolition of structures containing LBP and ACM.*

- *The project shall address all environmental conditions at the property that may pose an unacceptable environmental risk to future site users and the surrounding community caused by the Project, using applicable health-based cleanup goals approved by an agency of applicable jurisdiction (e.g., Regional Water Quality Control Board, Department of Toxic Substances Control, County Department of Environmental Health (“Agency”)). Environmental response actions to achieve these approved health based goals may include one or more of the following site remediation or mitigation techniques or approaches: excavation of impacted soil for onsite management or treatment or off-site disposal; groundwater treatment; implementation of engineering controls such as barriers or vapor mitigation systems to minimize contact between impacted media and future site users; and implementation of institutional controls such as land use covenants to prevent inappropriate uses of the property and ensure the long-term protection of future site users, and the surrounding community. Such environmental response actions will be designed and implemented under the jurisdiction and with the approval of the applicable Agency and in compliance with applicable law.*

- **Requirements and Timing:** *Except for environmental or geotechnical assessment at the project site, the environment response actions specified above shall be performed in accordance with any plan or agreement that has been approved by the applicable Agency, including work that is to be performed prior to or in conjunction with grading or other movement of soil or site development, as required by the Agency.*

- **Monitoring:** *Prior to issuance of grading permits, the Project shall provide the City with documentation of the applicable Agency’s approval of the environmental response plan for the Project or proposed phase of the Project. Prior to the issuance of a certificate of occupancy, the Applicant/Developer shall provide the City with documentation from the Agency that the environmental response actions have been implemented consistent the response plan and that the Project or proposed phase of the Project is appropriate for its intended use, including any requirement for ongoing operation, maintenance or monitoring.*

<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p><i>The project is required to comply with Best Management Practices for noise, including limiting hours of construction to the hours of 6am – 8pm, Monday through Friday and 8am – 5pm on Saturday.</i></p> <p><i>Noise mitigation measures shall be required to be implemented to ensure that interior noise levels are no more than 45 dBA. These measures may include higher than standard STC rated windows and doors and closed system HVAC to allow windows to be closed to insulate interior areas from external noises generated by traffic and trains. All proposed mitigation measures must be approved by the City and verified by an engineer to reduce interior noise levels to 45 dBA or lower.</i></p>
<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p><i>Due to the relatively thick deposit of potentially liquefiable soils on the site, Drilled Displacement Columns will be required to be utilized, spaced at no more than 6 feet on center to mitigate settlements or liquefaction.</i></p> <p><i>Additionally, ground surfaces within a horizontal distance of five feet from the building will be required to slope down away from the building with a surface gradient of at least 2% in unpaved areas and 1% in paved areas to reduce the potential for water ponding adjacent to the building.</i></p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p><i>Three ASTs are located at 30 Lakeville Street in Petaluma on property adjacent to the project on its eastern boundary. The ASTs contain, respectively, propane (599 gallon capacity), gasoline (2,999 gallon capacity), and diesel fuel (5,999 gallon capacity). The ASTs are partially obstructed from the project site by a portion of a building, however, a HUD Acceptable Separation Distance Assessment using the largest capacity tank determined the Acceptable Separation Distance from the project site to be 583.37 feet. The distance from the tanks to the proposed location of the project's building is approximately 395 feet. Therefore, a blast wall will be required along the adjacent side of the project area.</i></p>

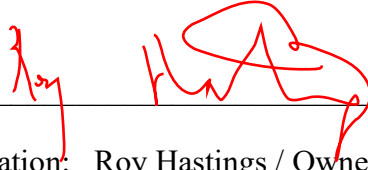
Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]

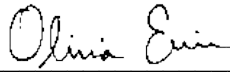
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature:  _____ Date: 7.16.21

Name/Title/Organization: Roy Hastings / Owner / R.L. Hastings & Associates, LLC

Certifying Officer Signature:  _____ Date: 7.16.21

Name/Title: Olivia Ervin, Principal Environmental Planner, City of Petaluma

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).