

**ENVIRONMENTAL CHECKLIST FOR STREAMLINED
REVIEW**

**PURSUANT TO CALIFORNIA PUBLIC RESOURCES CODE
SECTION 21083.3 AND CEQA GUIDELINES SECTION 15183**

**890 CO-OP
890 PETALUMA BOULEVARD NORTH**

Prepared By:
City of Petaluma
11 English Street
Petaluma, CA 94952



March 2022

**890 CO-OP - 890 PETALUMA BOULEVARD NORTH
CEQA ENVIRONMENTAL CHECKLIST FOR STREAMLINED REVIEW**

Project Title:	890 Co-Op
Application Number:	PLSR-21-0011
Lead Agency:	City of Petaluma 11 English Street Petaluma, CA 94952
Contact Person(s):	Olivia Ervin, Principal Environmental Planner Phone: 707-778-4556 Email: oervin@cityofpetaluma.org
Project Location:	890 Petaluma Boulevard North, City of Petaluma Sonoma County, California
Project Sponsor/Property Owner	Matthew Ridgway/890 Co-Op LLC Phone: 925-980-4981 E-mail: m.ridgway@fehrandpeers.com
General Plan/Zoning Designation:	Mixed Use / MU1A (Mixed Use 1A)
Description of Project:	The project would involve the demolition of the existing one-story, 1,148 square foot building and the construction of a two and three-story mixed-use project with 3,230 square feet of commercial floor area on the ground floor, seven dwellings on floors two and three, and associated amenities and site improvements on the 16,590 square foot parcel (parcel area per the County Assessor; 16,351 is noted on the plans). Other project activities will include tree removal, grading, landscaping, and off-site improvements.
Surrounding land uses and setting; briefly describe the Project's surroundings:	The project site is on the southeast corner of Petaluma Boulevard North and Payran Street, less than a half-mile north of downtown Petaluma. Two other buildings share the access points to the Project site and are occupied by a restaurant, convenience store, and other retail uses. Across Payran Street is the Town & Country Shopping Center with a Lucky's grocery store. Other businesses at the intersection are the R.O. Shelling Grain & Feed and the Wishbone restaurant. The site is served by Petaluma Transit and is 400 feet west of current and future segments of the SMART path system, which will provide access to the SMART stations and other retail and recreational opportunities.
Other public agencies whose approval is required (e.g. permits, financial, or participation agreements):	Regional Water Quality Control Board (SWPPP), Sonoma Water (Stormwater Management Plan), Bay Area Air Quality Management District (Demolition Permit).
Have California Native American tribes requested consultation pursuant to Public Resources Code Section 21080.3.1?	Notice was delivered to the Federated Indians of Graton Rancheria on July 1, 2021. The Federated Indians of Graton Rancheria did not request consultation within the statutory timeframe provided by Public Resources Code Section 21080.3.1, and to date has not commented on this application.

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ACRONYMS/ABBREVIATIONS

APN	ASSESSOR PARCEL NUMBER
BAAQMD	BAY AREA AIR QUALITY MANAGEMENT DISTRICT
BMP	BEST MANAGEMENT PRACTICE
CCR	CALIFORNIA CODE OF REGULATIONS
CDFW	CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
CEQA	CALIFORNIA ENVIRONMENTAL QUALITY ACT
CNEL	COMMUNITY NOISE EQUIVALENT LEVEL
CNPS	CALIFORNIA NATIVE PLANT SOCIETY
CRHR	CALIFORNIA REGISTER OF HISTORICAL RESOURCES
DBA	A-WEIGHTED DECIBEL
DPM	DIESEL PARTICULATE MATTER
DPR	DEPARTMENT OF PARKS AND RECREATION
DTSC	DEPARTMENT OF TOXIC SUBSTANCE CONTROL
EIR	ENVIRONMENTAL IMPACT REPORT
GHG	GREENHOUSE GAS
GPD	GALLONS PER DAY
LID	LOW IMPACT DEVELOPMENT
LOS	LEVEL OF SERVICE
MBTA	MIGRATORY BIRD TREATY ACT
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NAHC	NATIVE AMERICAN HERITAGE COMMISSION
NHPA	NATIONAL HISTORIC PRESERVATION ACT
NRHP	NATIONAL REGISTER OF HISTORIC PLACES
NWIC	NORTHWEST INFORMATION CENTER
OEHHA	CALIFORNIA OFFICE OF ENVIRONMENTAL HEALTH HAZARDS ASSESSMENT
PPV	PEAK PARTICLE VELOCITY
PRC	PUBLIC RESOURCES CODE
RCPA	REGIONAL CLIMATE PROTECTION AGENCY
ROG	REACTIVE ORGANIC GAS
RWQCB	REGIONAL WATER QUALITY CONTROL BOARD
SCH	STATE CLEARINGHOUSE
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
SWRCB	STATE WATER RESOURCES CONTROL BOARD
UST	UNDERGROUND STORAGE TANK
UWMP	URBAN WATER MANAGEMENT PLAN
µG/M ³	MICROGRAMS PER CUBIC METER
VMT	VEHICLE MILES TRAVELED

1. INTRODUCTION

This California Environmental Quality Act (CEQA) Analysis evaluates environmental impacts from the proposed 890 Co-Op project at 890 Petaluma Boulevard North (hereinafter referred to as the “Project”), which would demolish the existing one-story, 1,148 square foot, vacant commercial building that was constructed in 1989 to construct a mixed-use development within 4 buildings with a total floor area of 10,512 square feet on the 16,590 square foot parcel. The Project would include ground floor commercial spaces, with seven dwellings (three flats and four dwellings with lofts), all accessed from a second story terrace, above. Also on the site will be a two-story accessory building that will provide a workshop and storage area for the residential or non-residential tenants. Other project activities will include tree removal, grading, landscaping, and off-site improvements.

1.1. OVERVIEW OF CEQA ANALYSIS

Documentation herein has been prepared by the City of Petaluma as lead agency in full accordance with the procedural and substantive requirements of CEQA, the CEQA Guidelines, and the City of Petaluma’s Environmental Review Guidelines. This CEQA Analysis uses streamlining and tiering in accordance with CEQA Guidelines 15183 to tier from the program level analysis prepared for the General Plan and its Environmental Impact Report (EIR).

The Project is required to implement all applicable mitigation measures set forth in the General Plan EIR mitigation monitoring and reporting program (MMRP) to avoid, reduce, or offset environmental impacts resulting from buildout of the General Plan. Section 6 of this CEQA analysis identifies the relevant conditions of approval that will be required of the project to demonstrate compliance with mitigation measures set forth in the program level EIR, and policies, programs, and goals of the General Plan.

1.2. PUBLIC REVIEW PROCESS

The Project has been analyzed pursuant to CEQA Guidelines Section 15183 and does not require circulation for public review and comment. Nonetheless, the City will make this CEQA Analysis available to the Public as part of the public hearing process, which is subject to review by the Planning Commission.

1.3. PURPOSE AND SUMMARY OF THIS CEQA DOCUMENT

The purpose of this document is to evaluate environmental effects of the Project under CEQA. This document considers the specific environmental effects of the Project as proposed and considers whether such impacts were adequately addressed in prior environmental analyses in the City of Petaluma General Plan EIR. The Project is required to incorporate or comply with all applicable mitigation measures identified in the General Plan EIR, uniformly applied development standards, and applicable conditions of approval. Section 6 of this document contains conditions of approval that will be imposed on the project to ensure implementation of mitigation measures from the General Plan EIR identified to avoid, reduce, or offset potential environmental impacts. As presented herein, the Project is consistent with the General Plan and qualifies for a General Plan Exemption pursuant to provisions of CEQA (15183).

General Plan Consistency Exemption

Development of the Project site at the proposed intensity has been planned for and analyzed in the EIR certified for the City of Petaluma General Plan. As such, the analyses in the General Plan program-level EIR are applicable to the Project and provide the basis for use of the General Plan Exemption (California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183).

2. PROJECT DESCRIPTION

This section of the CEQA Analysis provides a characterization of the 890 PBN Co-Op Cooperative Housing project including the environmental setting, location, description of construction activities and operational uses, and the required entitlements. The Project Description section concludes with a statement regarding the Project Applicant’s commitment to implement the applicable mitigation measures from the General Plan EIR.

2.1. ENVIRONMENTAL SETTING

Regional Setting

Petaluma is in the southern portion of Sonoma County along the Highway 101 corridor approximately 15 miles south of Santa Rosa and 20 miles north of San Rafael. The City is situated at the northernmost navigable end of the Petaluma River, a tidal estuary that drains to the San Pablo Bay. The City originated along the banks of the Petaluma River, spreading outward over the floor of the Petaluma River Valley as the City developed. The Valley itself is defined by Sonoma Mountain on the northeast and the hills extending northward from Burdell Mountain on the west. To the south are the Petaluma Marshlands and the San Francisco Bay beyond.

Petaluma's Urban Growth Boundary (UGB) defines the limits within which urban development may occur and encompasses approximately 9,911 acres. The UGB was implemented in 1987 as the Urban Limit Line and formally adopted as the UGB in 1998 via Measure I. The UGB expires in 2025. The General Plan and EIR evaluated potential impacts associated with existing development and buildout of all land use within the UGB.

Vicinity Setting

The Project is located in north Petaluma about a half mile north of downtown Petaluma and is located at the southeast corner of the intersection of Petaluma Boulevard North and Payran Street. The northern and southern orientation of Highway 101 is used to describe cardinal directions generally as they relate to the highway. The site is part of a small cluster of retail buildings that share access points onto Petaluma Boulevard North and Payran Street. Across Payran Street to the north is the Town & Country Shopping Center with a Lucky's grocery store, a gas station, a record store, and other retail commercial uses. Across Petaluma Boulevard North to the west is the Wishbone restaurant and to the northwest, the R.O. Shelling Grain & Feed property. Beyond the commercial uses that exist in the area are low and medium density residential areas including the Old Elm Village affordable housing project to the east of the site. Public recreation opportunities can be reached via segments of the SMART bicycle/pedestrian path that exists approximately 400 feet to the east of the site and can be accessed from a Class II bicycle path along Payran Street. The site and the properties in the vicinity are not within a 100-year floodplain as identified on the Flood Insurance Rate Map produced by FEMA.

Project Site

The site adjoins Petaluma Boulevard North and Payran Street and is developed with an existing 1,148 square foot building that was previously occupied by the Terra Vino restaurant (the building has been vacant for about five years). Other existing site improvements include asphalt pavement for drive aisles and parking and concrete flatwork adjoining the building with a service area at the east end of the building. The site has small pockets of landscaping with 16 existing trees either onsite or along the street frontages adjoining the site (five trees within the public right-of-way are subject to the City's Tree Protection Ordinance). The principal tree species are Pin Oak, Red Oak, and Flowering Crabapple. A 10-foot-wide sanitary sewer easement exists along the southern portion of the site and a 5-foot-wide public utility easement exists along both street frontages. There are cross easements between the site and the adjoining parcels for shared use of the drive aisles. Prior to the current use of the site, the site was used as a Chevron gas station and the site is listed on the State Water Resources Control Board's GeoTracker database as a leaking underground storage tank (LUST) cleanup site with a closed case status (first reported in 1986 and closed in 2006, the site has been subject to multiple investigations to identify contaminants and has undergone remediation and cleanup to the satisfaction of the Regional Water Quality Control Board (RWQCB) and Sonoma County Department of Health Services¹ - see Section 4.9, Hazards and Hazardous Materials for more information).

¹ San Francisco Bay Regional Water Quality Control Board (RWQCB), Case #: 49-0033, and Sonoma County Local Oversight Program (LOP) Case #: 00002241 Case Closure Letter issued by Sonoma County Environmental Health Division, August 2, 2006.

2.2. PROJECT LOCATION

The Project is located at 890 Petaluma Boulevard North in the northern portion of the City of Petaluma, in the County of Sonoma (**Figure 1: Regional Location**).

As seen in **Figure 2: Vicinity Map**, the Project site is in the northern portion of the City, west of the Petaluma River and U.S. Highway 101. The General Plan Land Use designations abutting or surrounding the site include Mixed Use, Neighborhood Commercial, High Density Residential, Medium Density Residential and Low Density Residential. Surrounding land uses include commercial and restaurant uses, an industrial feed and grain mill, a gasoline station, and residential uses. The R.O. Shelling Feed & Grain is an industrial use diagonally across the intersection from the Project site.

The Project site has a General Plan land use designation of Mixed Use (**Figure 3: General Plan Land Use**) and is zoned Mixed Use 1A (**Figure 3: General Plan Land Use**).

2.3. PROJECT DESCRIPTION

The application includes a request to demolish the existing one-story, 1,148 square foot, vacant commercial building that was constructed in 1989 to construct a two and three-story mixed-use building on the 16,590 square foot parcel (parcel area per the County Assessor; 16,351 is noted on the plans). More specifically, the Project consists of the following components:

1. 2,270 square feet of commercial floor area (within one to four tenant spaces) on the ground floor facing Petaluma Boulevard, with 3,700 square feet of residential floor area on floors two and three to include four dwellings;
2. 760 square feet of commercial floor area (within one or two tenant spaces) and a 760 square foot "Co-op/Commons" on the ground floor facing Payran Street, with 2,280 square feet of residential floor area on floor two to include three dwellings and a two-bed guest suite (for the exclusive use of the residential tenants for occasional use by overnight visitors), and above the second floor, a 1,260 square foot open-air roof deck with raised planter beds;
3. 1,152 square feet of enclosed courtyard to be used by the residential and non-residential tenants of the site;
4. 740 square feet of workshop and storage space within one and two-story buildings to be located at the southeast corner of the site to be used by the residential and non-residential tenants of the site;
5. 752 square feet of exterior work area to be adjacent to the workshops to be used by the residential and non-residential tenants of the site;
6. Nine off-street automobile parking spaces and one ADA space (the nine automobile parking spaces to be 'unbundled' and could be used by any on-site tenant, or it not rented by a tenant on-site, the spaces would be offered to the general public);
7. Reconfiguration of the public right-of-way along Payran Street to create four new automobile parking spaces along the project frontage, a bulb-out to extend the sidewalk north to reduce the width of the eastbound travel lane to 11-feet for automobiles and to stripe a Class II bike lane;
8. Replacement of the sidewalk abutting the site to better conform the sidewalk with the entries to the ground floor commercial spaces;
9. Solar panels above the roof of the mixed-use building, the workshop building, and the off-street parking spaces; and
10. Vehicular, emergency, bicycle and pedestrian access would be provided from Petaluma Boulevard and Payran Street.

The Project would include 760 square feet of "Co-op/Commons" on the ground floor abutting Payran Street, and per the applicant statement, the intended use of this space would be for "workspace, meetings, group cooking, shared dining, and laundry" for the residential tenants of the site. The residential commons would serve as an extension of the residential floor area for the above-ground floor dwellings; this use is considered as a use that is ancillary to the residential floor area as a tenant amenity.

The project is subject to inclusionary housing requirements as outlined in Implementing Zoning Ordinance (IZO) Section 3.040. More specifically, the project is required to provide 1.05 onsite inclusionary dwellings (15% of the total proposed dwellings). Consistent with the requirements and intent of the City's inclusionary housing requirement and consistent with the applicant statement, one onsite dwelling would be reserved

for very low-income (VLI) households, and an in-lieu fee would be paid to cover the fractional unit of 0.05. Consistent with State Density Bonus Law (California Government Code Section 65915), the project is entitled to two concessions:

1. To allow the proposed building height to exceed the MU1A limit of 30-feet (top of roof to be 35-feet, parapet to be 37-feet); and
2. To allow reduced on-site parking standards to reduce the on-site parking requirement from 19 spaces to zero and the parking dimensions for 9 of the 10 spaces to be less than the minimum (9-foot minimum width, 8.8-feet proposed).

Site Access, Parking and Alterations within the Public Right-of-way

Access to the site is via existing curb cuts on Petaluma Boulevard North and Payran Street. Both access points would be modified to comply with ADA standards under the proposed project. Access from Petaluma Boulevard North is currently limited by the raised median to right-turn-in, right-turn-out; access from Payran Street is not limited, and site access and egress is available in either direction. The existing median on Payran Street (at Petaluma Boulevard North) would be removed and the lane striping revised to create on-street parking along the northern frontage while also retaining and restriping a bicycle lane.

Abutting the site along each street frontage are existing sidewalks to provide pedestrian access to the site. As part of construction of this project, portions of the existing sidewalks along the site would be removed and replaced to allow for new on-street parking on Payran Street and to better align the sidewalks with the proposed entries to the onsite retail spaces. Five trees located in the public right of way along both project site frontages would be removed and replaced in accordance with City specifications.

While there is currently a sign to mark a bicycle lane along Payran Street abutting the site, the striping for the bike lane has faded over time along the project frontage. However, eastbound bike lane striping, in the form of a legend and arrow (still no stripe), currently begins to the east of the site. There is no dedicated bicycle lane on Petaluma Boulevard North. Current and future segments of the SMART bicycle/pedestrian path may be accessed a short distance east on Payran Street. Bicycle storage would be provided onsite consistent with City of Petaluma standards.

Site Preparation and Construction

Construction would include demolition of the existing building, with the anticipated exception of a portion of a canopy over the parking spaces along the south side of the building which would be re-used to cover the parking for that is proposed and to support roof-top solar panels.

Following completion of grading activities, infrastructure improvements, building foundations utilities, storm drains and bioretention basins would be installed. As all public utilities currently extend to the project site, improvements would be limited to the installation of new laterals and tie-ins to connect to the existing water, sewer, and electric services in place within the surrounding roadways. The existing gas service that supplied the food service use would be capped at the property line or as may otherwise be coordinated with Pacific Gas & Electric. No gas service would be provided to the project.

Construction equipment expected to be utilized includes a small bulldozer, backhoe, haul trucks, graders, pavers, cranes, water trucks and other construction equipment. Staging of construction equipment and materials would occur within the footprint of the project site.

The overall construction time is expected to be approximately 9-12 months and would occur in a single phase.

Landscaping and Lighting

All existing on-site landscaping and the adjacent landscaping in the public right-of-way would be removed and replaced, including the removal of six trees on site (none subject to IZO Section 17.040, entitled Protected Trees) and five trees within the public right-of-way (all subject to IZO Section 17.040 and Petaluma Municipal Code Section 13.08.070).

New landscaping would be installed along each site frontage and between proposed new buildings. Proposed landscaping species require very low to moderate water usage including a mix of non-native and

native, drought-tolerant species. The street frontages and the landscaping strips along the west and north sides of the primary building would feature rows of red maples, bay laurels, or London plane trees, and a mixture of shrubs, perennials, and grasses. Onsite landscaping would include espaliered apple trees, accent trees (to include Japanese maples, ginkgos, or water gums), and a mixture of shrubs, perennials, and grasses.

All existing exterior lighting would be removed. New wall and pole-mounted lights would provide lighting for the parking spaces along the south edge of the site, within the courtyard, and along both street frontages. All exterior lighting would be provided consistent with City of Petaluma standards to have all wall mounted lights to be below the height of the proposed building, pole-mounted lights to be no higher than 20-feet above grade, and all lights to be shielded to limit glare or spill-over lighting.

Utilities

Utilities are provided to the site via connections within the public right-of-way and within the onsite public utility easements including sanitary sewer and electrical lines. Water would connect to existing facilities located within the Payran Street public right-of way and would include installation of water meters and backflow preventors to serve the dwellings, commercial spaces, and provide for irrigation. An existing fire hydrant is located at the northeast corner of the Petaluma Boulevard North and Payran Street intersection and is connected to an existing water line within the public right-of-way. Sewer would be provided using the on-site sanitary sewer easement to connect to the existing service within Petaluma Boulevard North, which ultimately conveys flows to the municipal wastewater plant for treatment.

New storm drainage infrastructure to accommodate impervious surfaces that would result from development would be installed to include bio-retention facilities, roof gardens, and landscaping. Onsite improvements would capture stormwater runoff and convey flows to the southwestern and northeastern corners of the parcel towards existing city storm drains.

2.4. CITY ENTITLEMENTS

The Project is subject to Site Plan and Architectural Review (SPAR) and a Tree Removal Permit, and per IZO Section 24.010, these entitlements are at the discretion of the Planning Commission.

2.5. OUTSIDE AGENCY APPROVALS REQUIRED

The Project will require approval from the Regional Water Quality Control Board (RWQCB) for the Project's Stormwater Pollution Prevention Plan (SWPPP) and Sonoma Water for review, approval, and acceptance of the Project's Stormwater Management Plan. Under authority of the RWQCB, Sonoma County Environmental Health Division, with respect to Local Oversight Program (LOP) Case #: 00002241 for a leaking underground storage tank (LUST) cleanup site, will require determination through referral process that the Project remains in compliance with the requirements of the RWQCB. The demolition of the existing building will be subject to issuance of a "J" permit to be issued by the Bay Area Air Quality Management District (BAAQMD).

2.6. ENVIRONMENTAL CONDITIONS OF APPROVAL

The Project must incorporate all applicable mitigation measures set forth in the findings of fact for the certified City of Petaluma General Plan Environmental Impact Report (EIR) (SCH Number 2004-8-2065).

In each impact section of the Evaluation of Environmental Impacts, applicable mitigation measures from the findings of fact for the certified EIR are identified. Section 6 of this CEQA Analysis identifies relevant conditions of approval for the Project derived from mitigation measures, policies and implementing programs established in the City's General Plan and its corresponding EIR.

The Project applicant has reviewed the conditions identified in Section 6 and as signed below is committed to implementing all conditional of approval as part of the Project.

Matthew D. Ridgway

 Signature: Project Applicant

March 29, 2022

 Date

Figure 1: Regional Location

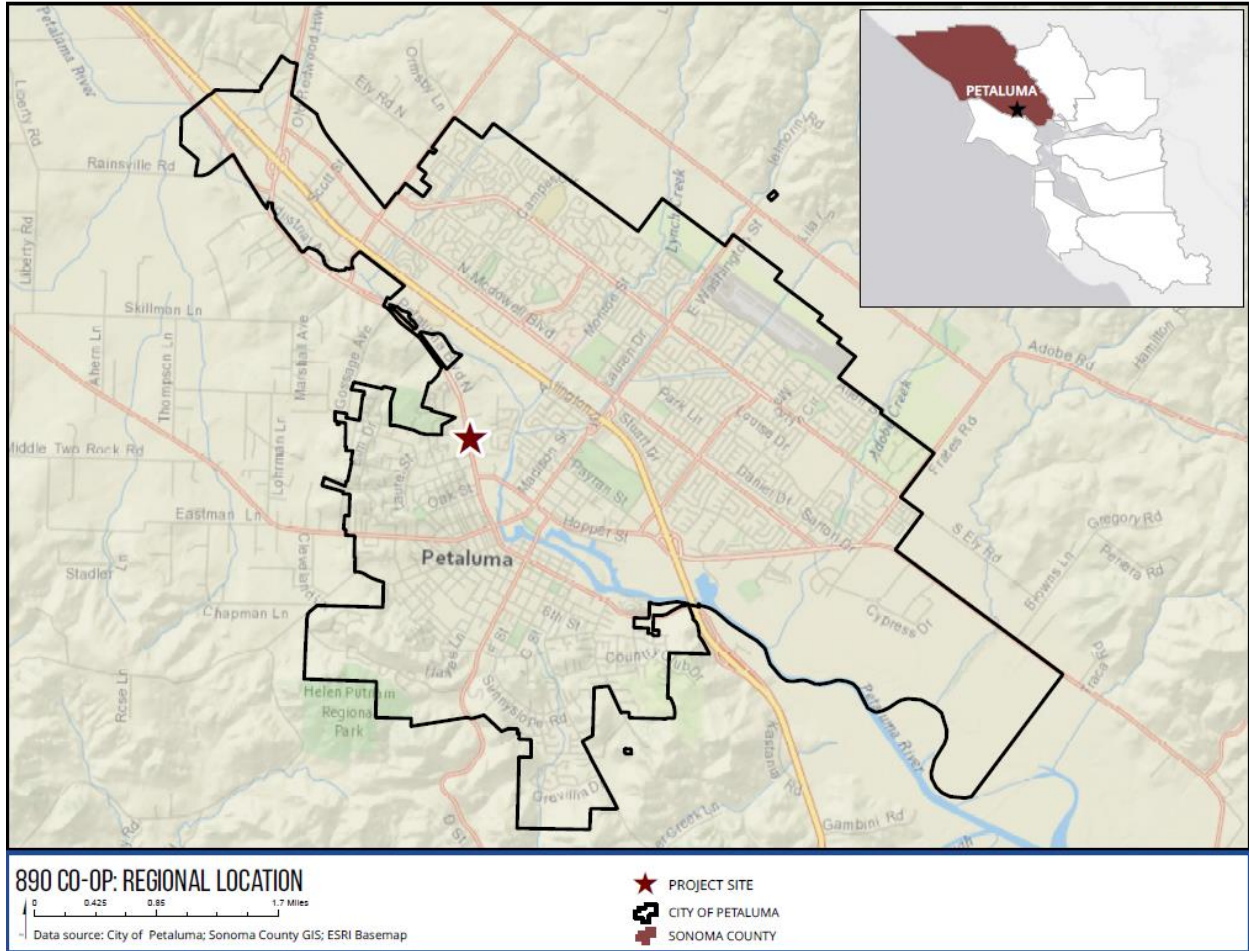


Figure 2: Project Vicinity



Figure 3: General Plan Land Use

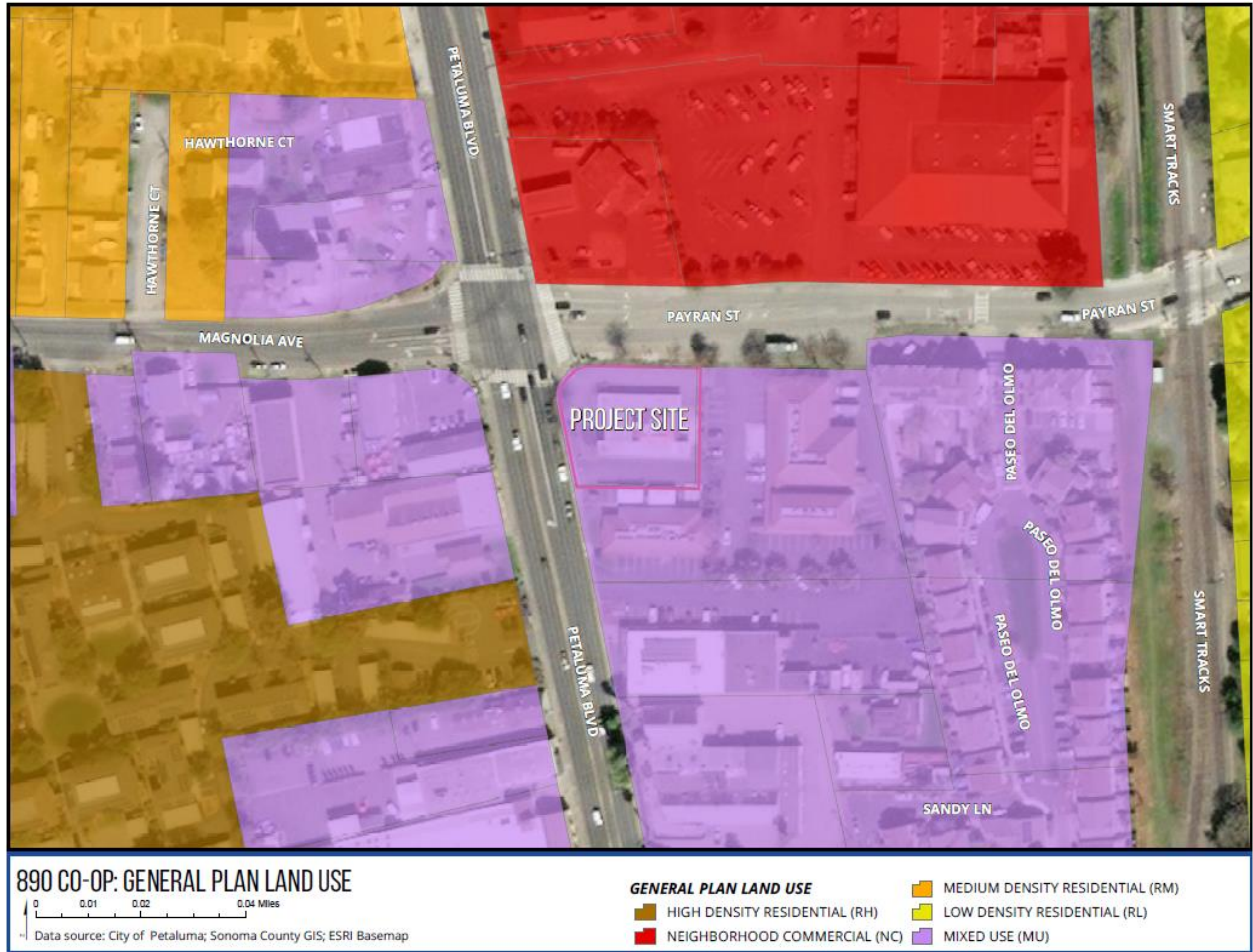


Figure 4: Zoning Map

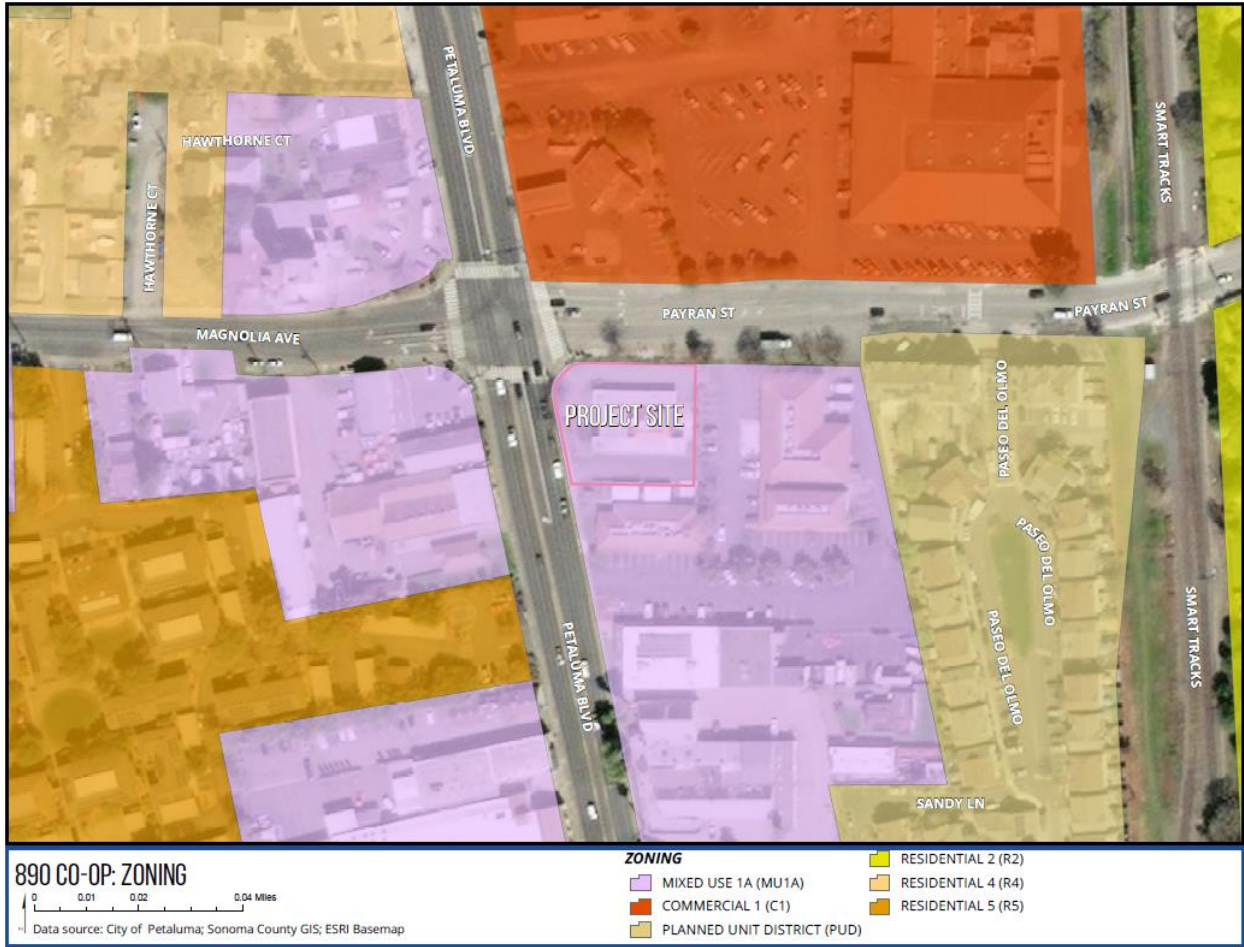


Figure 5: Site Plan



3. APPLICABLE CEQA PROVISIONS AND FINDINGS

The following discussion presents the relevant provisions of CEQA to which the proposed Project complies and provides a determination of consistency with the General Plan EIR. A description of how the Project complies with the General Plan EIR is also provided. This section concludes with the CEQA finding and determination that the Project is exempt from further environmental review.

3.1. GENERAL PLAN/COMMUNITY PLAN EXEMPTION (CEQA GUIDELINES SECTION 15183)

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified.

Section 15183(a) "mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies."

Section 15183(b) of the CEQA Guidelines specifies that "in approving a project meeting the requirements of Section 15183, examination of environmental effects shall be limited to those that:

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

Section 15183(c) specifies that impacts which are not peculiar to the project site which have been addressed as a significant effect in the prior EIR or can be substantially mitigated by applying uniformly applied development standards and policies shall not require preparation of an additional EIR on the basis of that impact. As such, the Project is required to implement all applicable mitigation measures set forth in the General Plan EIR to avoid, reduce, or offset environmental impacts. Section 6 of this CEQA Analysis identifies the relevant conditions of approval that will be applied to the Project to demonstrate compliance with mitigation measures set forth in the program level EIR, and policies, programs, and goals of the

APPLICABILITY OF THE 890 PBN CO-OP COOPERATIVE HOUSING PROJECT TO 15183

The Project is consistent with the General Plan land use designation and zoning for the site, as outlined above, and meets the streamlining provisions under CEQA Guidelines Section 15183(d)(1)(C) as follows:

- The Petaluma General Plan 2025 was adopted in 2008 and the Petaluma General Plan EIR (SCH# 2004082065) was certified April 7, 2008. The Petaluma General Plan and General Plan EIR accommodates 6,000 additional dwellings for a total buildout of 27,949 dwellings. In addition, the General Plan contemplated an additional 6.1 million square feet of non-residential space above the 2008 baseline conditions, which could result in approximately 23 million square feet of non-residential floor area.
- The project site is designated as Mixed Use by the General Plan and this land use classification allows for a robust combination of uses, including retail, residential, service commercial, and offices, with development oriented toward the pedestrian. The maximum allowable floor area ratio (FAR) is 2.5 and the maximum residential density is 30 dwellings per acre.
- The Project is consistent with the Mixed-Use land use classification in that it provides commercial and residential uses, the FAR would be less than 2.5 (0.63 FAR is proposed), and the residential density would be less than 30 dwellings per acre (18.4 per acre is proposed). The Project is also consistent with General Plan Policies which promote a range of land uses, seek to use land

efficiently through promoting infill development, encourage flexibility in building form and the nature of activities, and encourage a variety of housing opportunities.

CITY OF PETALUMA GENERAL PLAN AND EIR

The Petaluma General Plan 2025, adopted in 2008, serves the following purposes:

- Reflects a commitment on the part of the City Council and their appointed representatives and staff to carry out the Plan;
- Outlines a vision for Petaluma's long-range physical and economic development and resource conservation; enhances the quality of life for all residents and visitors; recognizes that human activity takes place within the limits of the natural environment; and reflects the aspirations of the community;
- Provides strategies and specific implementing policies and programs that will allow this vision to be accomplished;
- Establishes a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- Allows City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize impacts and hazards; and
- Provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as Development Codes, the Capital Improvement Program (CIP), facilities and Master Plans, redevelopment projects, and the Urban Growth Boundary (UGB).

The General Plan EIR reviewed all potentially significant environmental impacts and developed measures and policies to mitigate impacts from buildout of the General Plan. Nonetheless, significant and unavoidable impacts were determined to occur. Therefore, the City adopted a statement of overriding considerations, which balances the merits of approving the Project despite the potential environmental impacts. The impacts identified as significant and unavoidable in the General Plan EIR are:

- Increased motor vehicle traffic which would result in unacceptable level of service (LOS) at six intersections covered in the Master Plan:
 - ♦ McDowell Boulevard North/Corona Road
 - ♦ Lakeville Street/Caulfield Lane
 - ♦ Lakeville Street/East D Street
 - ♦ Petaluma Boulevard South/D Street
 - ♦ Sonoma Mt. Parkway/Ely Boulevard South/East Washington Street
 - ♦ McDowell Boulevard North/Rainier Avenue.
- Traffic related noise at General Plan buildout, which would result in a substantial increase in existing exterior noise levels that are currently above City standards.
- Cumulative noise from proposed resumption of freight and passenger rail operations and possible resumption of intra-city trolley service, which would increase noise impacts.
- Air quality impacts resulting from General Plan buildout to population levels that could conflict with the Bay Area 2005 Ozone Strategy. (This regional air quality plan has since been replaced by the 2010 Clean Air Plan, which is further discussed in Sections 3.3 Air Quality and 3.7 Greenhouse Gases.)
- A possible cumulatively considerable incremental contribution from General Plan development to the significant impact of global climate change.

3.2. CEQA DETERMINATION AND SUMMARY OF FINDINGS

As summarized above and presented herein, the 890 PBN Co-Op Cooperative Housing project is eligible for the following CEQA provisions:

Consistency with Program EIR. The City of Petaluma General Plan EIR provides for streamlining and/or tiering provisions under CEQA Guidelines Section 15183 and California Public Resources Code Section 21083.3. This CEQA Analysis demonstrates that the 890 PBN Co-Op Cooperative Housing project would not result in substantial changes or involve new information that would warrant preparation of a subsequent

EIR because the level of development proposed is within the development assumptions analyzed in the program level EIR for the General Plan, and furthermore, the Project does not contain elements that are peculiar to the Project or project site that would result in new or more severe environmental impacts relative to the General Plan EIR. As such, no further environmental review is required.

As described herein, the proposed Project is within the scope of development projected under the General Plan and analyzed in the General Plan EIR. The proposed 890 PBN Co-Op Cooperative Housing project will implement applicable mitigation measures identified in the General Plan EIR to address potential environmental impact and these have been incorporated as environmental conditions of project approval. In addition, the Project would be required to comply with applicable conditions of approval from planning, building, public works, fire, police, and other City departments as applicable. With implementation of identified conditions of approval, the Project would not result in a substantial increase in the severity or significant impacts that were previously identified in the program level EIR, nor would the Project introduce any new significant impacts that were not previously identified. Therefore, there would be no additional environmental impacts beyond those analyzed in the General Plan EIR.

I hereby certify that the above determination has been made pursuant to State and Local requirements.



Signature: Olivia Ervin, Principal Environmental Planner

March 29, 2022

Date

4. EVALUATION OF ENVIRONMENTAL EFFECTS

This section examines the 890 PBN Co-Op Cooperative Housing project's potential environmental effects within the parameters outlined in CEQA Guidelines Section 15183(b). The "Prior EIR" (as defined in CEQA Guidelines Section 15183(b)(3), is the City of Petaluma General Plan EIR, inclusive of all impact determinations, significance thresholds and mitigation measures identified therein.

This evaluation builds from the Appendix G Environmental Checklist and has been modified to reflect the parameters outlined in CEQA Guidelines Section 15183(b). The checkboxes in the evaluation below indicate whether the proposed project would result in environmental impacts, as follows:

- **New Significant Impact** – The proposed project would result in a new significant impact that was not previously identified in the General Plan EIR.
- **Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR** – The proposed project's specific impact would be substantially greater than the specific impact described in the General Plan EIR.
- **Equal or Less Severity of Impact than Previously Identified in GP EIR** – The severity of the specific impact of the proposed project would be the same as or less than the severity of the specific impact described in the General Plan EIR.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the General Plan EIR, the checkbox for "Equal or Less Severity of Impact Previously Identified in GP EIR" is checked. Where the checkbox for "Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR" or "New Significant Impact" is checked, there are significant impacts that are:

- Peculiar to the project or project site (CEQA Guidelines Section 15183(b)(3));
- Not analyzed as significant impacts in the previous EIRs, including off-site and cumulative impacts (CEQA Guidelines Section 15183(b)(2));
- Due to substantial changes in the project (CEQA Guidelines Section 15162(a)(1));
- Due to substantial changes in circumstances under which the project will be undertaken (CEQA Guidelines Section 15162(a)(2)); or
- Due to substantial new information not known at the time the EIRs were certified (CEQA Guidelines Sections 15162(a)(3) and 15183(b)(4)).

Following the Checklist, a summary of the potential environmental impacts relevant to the proposed project that may result from the Petaluma General Plan, as evaluated in the General Plan EIR, are described. Next, the potential project-specific environmental effects of the proposed project, including the project's consistency with the General Plan EIR, are discussed. Last, applicable General Plan EIR mitigation measures, as well as General Plan Objectives, Policies and Programs, are identified.

As described herein, the proposed project will be required to comply with all applicable mitigation measures identified in the Petaluma General Plan EIR.

This evaluation hereby incorporates by reference the Petaluma General Plan EIR discussion and analysis of all environmental topics. The General Plan EIR significance thresholds have been consolidated and abbreviated in this Checklist; a complete list of the significance thresholds can be found in the Petaluma General Plan EIR.

The General Plan EIR is a program level document that consider the combined effects of implementing several related projects. As such, the analyses presented in the General Plan EIR represent a cumulative analysis of environmental impacts that may occur from buildout of the General Plan.

4.1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; Site Plan and Architectural Review Submittal prepared by ZGF Architects, dated October 14, 2021 & March 2022; and California Scenic Highway Mapping System, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed January 2022.

The General Plan 2025 EIR (Figure 3.11-1) identifies hills to the west and south of the City, vistas of Sonoma Mountain, and land along the Petaluma River as local scenic resources. The General Plan 2025 EIR utilizes three public viewpoints to determine potential adverse effects upon these vistas: the Washington Street overpass; the McNear Peninsula; and the Rocky Memorial Dog Park.

The Project is not located near any of the three public viewpoints identified in the General Plan EIR and is not visible from any of these locations. The siting of the proposed buildings is consistent with development patterns within the vicinity. The Project is also consistent with design criteria identified in the City’s General Plan and Implementing Zoning Ordinance, incorporating landscaping features, colors, and materials which retain the mixed-use character of the area. Furthermore, the General Plan EIR found that infill development or redevelopment of existing sites would not have a significant impact on aesthetics because new development would be similar in scale and character to existing surrounding development. The scale and character of the Project is similar to that of the surrounding mixed-use development. Additionally, architectural features and landscaping serve to reduce the overall massing of the structure near existing residential uses and incorporate features that relate to the industrial character of the Petaluma Boulevard North corridor.

The project site is flat and excludes any features, including trees, rock outcroppings, or historic buildings that may be considered a scenic resource. No nearby or adjacent roadways, including the nearby US Highway 101 are eligible or designated as a scenic highway within the City of Petaluma. The relatively flat topography of the site, and the scale and height of the proposed buildings that are no taller or larger than surrounding buildings, would ensure that the project would not have an impact on a scenic resource. Therefore, the Project would have no impact on scenic resources, including those within a designated State Scenic Highway.

Surrounding development includes a mix of single and multi-story buildings, contemporary and older architecture, and exterior materials including brick, stucco, metal, and wood. Proposed exterior materials include corrugated metal, weathering steel, and charred wood. Accent colors, variations in materials, and use of façade modulation and glazing break up the apparent mass of the building as well as to distinguish

the uses within the building (for example, the commercial storefronts have more exterior glazing than proposed for the dwellings). The Project proposes landscaping that is intended to accent the proposed building and break up the overall massing, as well as introducing appropriate street trees to the southeast corner of the intersection of Petaluma Boulevard North and Payran Street through the use of primarily native, and complimentary non-native species per the City’s Approved Street Tree List and street tree planting requirements. The proposed three-story building would be greater in height and massing than the buildings that abut the site, more recent construction is transforming this low-rise area with taller and more dense development along the length of the avenue. In addition, within the area, there is no prevailing building form, style, color or building material and the area includes a mix of single and multi-story buildings with older architecture and more recent buildings that represents development over the last 100 years. While the bulk and height of the proposed building poses a departure from the existing condition for the buildings that abut the site, the proposed colors and materials will not conflict with what is present in the area.

The General Plan EIR determined that implementation of the General Plan would result in less than significant impacts due to new sources of nighttime lighting and daytime glare. The IZO regulates lighting levels, and the Site Plan and Architecture Review (SPAR) process requires review of new lighting introduced onsite on building exteriors, parking areas and landscaping. The Project is located at the intersection of two arterial streets developed with commercial and residential uses and various sources of lighting including streetlights, traffic signals, buildings, parking and landscape lighting, and headlights from vehicles, are present.

The proposed Project will not substantially increase light levels relative to existing conditions. The Project proposes outdoor lighting, consisting of lighting for buildings, landscape lighting, and accent lighting and this new lighting is in conformance with City standards by being shielded downward and when attached to a building would not exceed the height of the building, or when free-standing, exceed a height of 20 feet. Lighting detail and design will be considered through the SPAR process to ensure compliance with IZO Section 21.040.D to address glare and will be confirmed by Planning staff prior to building permit approval. Furthermore, lighting associated with new development was anticipated by the General Plan EIR. The Project would have no greater impacts to lighting relative what was analyzed in the program level EIR.

The Project would change the site from a commercial building with hardscape in the form parking and vehicle circulation areas to site with new buildings, landscaping, and ancillary improvements. As the Project is within the scope of development projected under the General Plan and will be subject to applicable design criteria considered through the SPAR process, it would not result in any new or more severe impacts beyond what was previously identified in the General Plan EIR.

4.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; and California Department of Conservation Farmland Mapping and Monitoring Program, <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Sonoma.aspx>, accessed January 2022.

The General Plan EIR concluded that implementation of policies set forth in the General Plan would ensure that impacts to agricultural resources would be less than significant. Under the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the project site is designated as Urban and Built Up and is not currently designated or used for agricultural purposes. Furthermore, the Project is consistent with General Plan policies 1-P-1 and 1-P-2 which promote infill development within the City's UGB and ensure the maintenance and preservation of land outside of the UGB.

The project site consists of an existing vacant commercial building, paved surfaces for vehicular parking and circulation, and intermittent landscape planting areas. The site is developed at 14 percent lot coverage and 0.07 FAR and is proposed to increase to 48 percent lot coverage and 0.63 FAR, maintaining the sites use in an urban environment. The area to be developed does not contain farmland or forest land pursuant to Section 12220(g) of the Public Resources Code. As the Project is within the scope of development projected under the General Plan, there would be no new or more severe impacts to agricultural and forestry resources beyond those analyzed in the General Plan EIR.

4.3. AIR QUALITY

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Exposure of sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; BAAQMD 2017 Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, April 2017, <https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a-proposed-final-cap-vol-1-pdf.pdf?la=en>; Air Quality Management Memorandum, prepared by Earthtone Construction, received August 2, 2021; and California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management Quality District, May 2017, https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

The General Plan EIR concluded that with policies set forth in the General Plan construction-related air quality impacts would be less than significant. Specifically, General Plan Policy 4-P-16 contains requirements and measures to reduce emissions during construction.

The General Plan EIR determined that significant air quality impacts would result from General Plan buildout population levels that could conflict with the Bay Area 2005 Ozone Strategy. General Plan Policies 4-P-7, 4-P-15, and 5-P-13 strive to reduce emissions from stationary point sources and reduce peak-period trip generation. However, as determined in the General Plan EIR, even with the implementation of the policies in the General Plan, long-term air quality impacts were considered potentially significant and unavoidable.

Consistency with Clean Air Plan

The air quality analyses in the General Plan EIR relied on prior BAAQMD screening criteria and clean air plans. After adoption of the General Plan EIR, in 2017, the BAAQMD adopted the 2017 Bay Area Clean Air Plan (CAP) to comply with state air quality planning requirements set forth in the California Health & Safety Code. (the most recent BAAQMD CEQA Air Quality Guidelines were updated in May 2017). At present, the San Francisco Bay Area Air Basin (SFBAAB) is designated as non-attainment for both the one-hour and eight-hour state and national ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The SFBAAB is also in non-attainment for the PM₁₀ and PM_{2.5} state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m³ for PM₁₀ and less than 12 µg/m³ for PM_{2.5}. In addition, the SFBAAB is designated as non-attainment for the national 24-hour PM_{2.5} standard. All other national ambient air quality standards within the SFBAAB are in attainment.²

The Project was reviewed to determine consistency with the CAP. In general, a project is considered consistent if a) the Project supports the primary goals of the CAP, b) includes control measures and c) does not interfere with implementation of the CAP measures.

The Project would have a less than significant impact related to a potential conflict with the CAP since, a) the Project supports the goals of the CAP in that it would develop a mixed-use building on an infill site that was previously developed; b) includes control measures to protect air quality during construction and during operation; and c) the Project would generate air quality emissions below the BAAQMD criteria pollutant thresholds (see Air Quality Analysis below). Therefore, the Project will have a less than significant impact to air quality due to a conflict with the regional air quality plan.

Air Quality Analysis

Air quality emissions associated with the proposed project would result from short-term construction activities and ongoing operation. BAAQMD Guidelines, as adopted in 2010 and updated May 2017, include “screening criteria” that provide a conservative estimate above which a project would be considered to have a potentially significant impact to air quality. Projects that are below the screening criteria threshold are reasonably expected to result in less than significant impacts to air quality since pollutant emissions would be minimal.

The screening level thresholds for “apartment, low-rise” and “general office building”, presumed to be of like use as the proposed mixed-use building and used for applicable screening criteria, as shown in the following table.

Table 1: BAAQMD Screening Criteria

Land Use Type	Operational	Construction
Apartment, low-rise	451 du (ROG)	240 du (ROG)
General office building	346 ksf (NO _x)	277 ksf (NO _x)

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2017. Note: du = dwelling units; NO_x = oxides of nitrogen; ROG = reactive organic gases.

2 BAAQMD 2017 Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, April 2017, https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en.

Construction

The Project would generate temporary air quality emissions associated with site preparation and demolition, ground disturbance, the operation of heavy-duty construction equipment, workers traveling to the site, and the delivery of materials to the project site. These activities would create temporary emissions of fugitive dust from site grading, and the release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx) from combustion of fuel and the operation of heavy-duty construction equipment.

The table above shows that the screening level from the construction of a low-rise apartment structure is 240 dwellings and 277,000 square feet from construction of a general office building. The Project includes seven dwellings and 3,230 gross square feet of commercial space, which is well below the screening thresholds for criteria pollutants from construction activities.

The BAAQMD CEQA Air Quality Guidelines consider contributions of fugitive dust to be less-than-significant if best management practices (BMPs) are implemented. General Plan Policy 4-P-15 outlines compliance with BAAQMD's CEQA guidelines, and furthermore, General Plan Policy 4-P-16 provides instructions to reduce combustion emission during construction and demolition phases of a project. The Project will be conditioned to require implementation of the BAAQMD CEQA Air Quality Guidelines, consistent with General Plan policies. Therefore, there would be no new or more severe impacts to air quality from the Project beyond those analyzed in the General Plan EIR.

Operation

The Project will result in both stationary and mobile sources of emissions during operation. Although there are no new stationary sources emitters proposed, the Project will result in area source emissions from use of consumer products such as solvents, cleaners, and paints, and landscaping maintenance equipment. A majority of the operational emissions will result from the operation of vehicles by employees, patrons, delivery services, visitors, and residents traveling to and from the project site.

The table above shows that the operational project-level screening size for a low-rise apartment structure is 451 dwellings and 346,000 square feet from construction of a general office building. The Project includes seven dwellings and 3,230 gross square feet of commercial space, which is well below the screening thresholds for criteria pollutants to be generated during operation. Therefore, the Project will not result in new or more severe air quality impacts at operation relative to what was analyzed in the General Plan EIR.

Sensitive Receptors

The Project site is surrounded by existing urban uses including commercial, light industrial, and residential uses. The closest sensitive receptors to the project site include multi-family dwellings that are approximately 225 feet to the east and apartments that are approximately 350 feet to the west. The Project does not propose a new stationary source emitter and would not generate air quality emissions at operation that would affect nearby sensitive receptors. Through implementation of standard conditions of approval (see Section 6 Environmental Conditions of Approval) the project will implement General Plan Policy 4-P-16 to limit emissions related to the demolition and construction phase of the project. For these reasons, the Project will not increase the exposure of sensitive receptors to toxic air contaminant and fine particulate matter relative to what was analyzed in the General Plan EIR.

The project site will introduce sensitive receptors to the project site in the form of seven dwellings. As discussed below in Section 4.9, Hazards and Hazardous Materials, the project site has the potential for intrusion of sub-slab soil vapor contaminants into the habitable buildings. However, as described in detail in Section 4.6 – Hazards/Hazardous Materials section of this document, the project includes a vapor intrusion mitigation system (VIMS) that will sufficiently redirect contaminants such that exposure of new residents to substantial pollutant concentrations will not exceed health risk criteria.

Conclusion

The Project is consistent with the City of Petaluma General Plan as it is within the scope of development projected and no additional impacts to air quality beyond those analyzed in the General Plan EIR would result from the Project. Implementation of General Plan Air Quality Goals and Policies as modified in Section 6 Environmental Conditions of Approval, to reflect the most recent BMPs set forth by BAAQMD,

will ensure that construction-related air quality emissions do not result in significant impacts to air quality and that nearby sensitive receptors are not exposed to elevated air quality emissions during construction activities. Operational emissions will not exceed established BAAQMD threshold and will not result in any more severe or new impacts to air quality not previously analyzed in the General Plan EIR.

4.4. BIOLOGICAL RESOURCES

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
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 (Formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Petaluma General Plan and EIR.

The General Plan EIR concluded that with the policies set forth in the General Plan, impacts to biological resources would be less than significant. General Plan Policies 4-P-1 through 4-P-5 serve to protect and enhance the Petaluma River and its tributaries, conserve wildlife ecosystems and sensitive habitat areas, and protect special-status plant and animal species. Policy 4-P-4 requires that appropriate mitigation measures be imposed on a project-by-project basis to reduce impacts to sensitive habitats and special status species. Policy 4-P-5 requires assessments of biological resources prior to approval of any development in or within 300 feet of ecologically sensitive areas.

As shown on Figure 3.8-1 of the General Plan EIR, the project site is within an area identified as a potential habitat known to have occurrences of special status plant species, including Franciscan Onion, Alkali Milk-vetch, Point Reyes Checkerbloom, Petaluma Popcorn-flower, Sonoma Spineflower, and Round-leaved Filaree. However, the site is fully developed with paved surfaces and structures and is not suitable habitat for the special plant species identified in Figure 3.8-1 of the General Plan. The site is over 1,400 feet to the west of the Petaluma River corridor. Since the project site is located outside of an area identified as ecologically sensitive, is fully improved with existing urban uses, and lacks remnant habitat that would support special status species, no site-specific assessment of biological resources is necessary.

The project site is currently developed with hardscape, structures, and other improvements. The site is void of habitat that could potentially support special status species. There are no onsite or offsite improvements that would result in direct or indirect impacts to biological resources. To accommodate proposed improvements within the public right-of-way, the project would remove five street trees to plant seven trees (three along Petaluma Boulevard North and four along Payran Street) in new landscape planters, with tree spacing, species and size to be determined by the City, and in compliance with the tree removal mitigation requirements specified in IZO Section 17.065. Accordingly, the project complies with the City’s Tree preservation ordinance.

For these reasons, impacts to biological resources are less than significant and the Project would not result in any new or more severe impacts to biological resources relative to what was analyzed in the General Plan EIR.

4.5. CULTURAL RESOURCES

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Petaluma General Plan EIR.

Petaluma’s historic and cultural resources contribute to the city’s unique character and identifiable sense of place. The City of Petaluma and vicinity contain cultural and archaeological resources, with elevated potential of occurrence near water bodies, that date to the inhabitation of the Coastal Miwok Tribe and a number of resources that visibly chronicle the evolution of the City from early settlement, agricultural development, and through present day. Such resources include buildings, structures, landscapes, sites, and objects. The history of Petaluma is present in the contemporary landscape and the unique character that arises from the side-by-side existence of new and old. Petaluma’s historical resources are preserved and encouraged through policies and programs that serve to maintain the historic character, including 3 historic districts: Oakhill-Brewster, A-Street and the Downtown Historic District which is listed on the National Register of Historic Places.

The General Plan EIR concluded that with the policies set forth in the General Plan, impacts to historic and undiscovered archaeological resources would be less than significant. General Plan Policy 3-P-5 provides for the protection of historic resources, and it requires that future development plans are complimentary to the historic preservation goals and policies set forth in the General Plan. The site is not located within any of the historic districts identified in the General Plan or Implementing Zoning Ordinance, does not contain historic resources within the Project boundaries, and is not adjacent to any historic resources.

General Plan Policy 3-P-1 provides for the protection of archaeological resources and includes measures to ensure that future development plans consider known and unrecorded archaeological resources. Hardscape improvements cover a majority of the project site and the project site and underlying soil has been previously disturbed by past development, including the prior installation of, removal of, and soil remediation resulting from underground storage tanks for a gasoline fueling facility. Although there’s limited potential to encounter intact archeological resources given the site’s location (not proximate to creeks or ridgetops), past uses of the site (fully developed), and substantial site disturbance associated with past tank removal and site remediation (950 cubic yards of soil was excavated from the site to depths of approximately 13 to 18 feet below ground surface), there’s a limited potential that buried archeological

resources would be encountered during construction. The Project is subject to General Plan Policy 3-P-1(K), which requires the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist should archaeological deposits or human remains be discovered. As provided in Section 6 Environmental Conditions of Approval, the Project will be conditioned to require implementation of the General Plan policies that provide protection of archeological resources and human remains, if encountered.

As the Project is within the scope of development projected under the General Plan, there would be no additional impacts to historic or archaeological resources beyond those analyzed in the General Plan EIR. Compliance with General Plan Policy 3-P-1(K) as set forth below in Section 6 Environmental Conditions of Approval, will ensure that potential impacts to archaeological resources remain less than significant. The Project would not conflict with any General Plan policies that provide for the protection and preservation of archeological resources. As such, the Project will not result in any new or more severe impacts to cultural resources beyond what was identified in the General Plan EIR.

4.6. ENERGY

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan EIR; and Climate Action 2020 and Beyond: Sonoma County Regional Climate Action Plan, Prepared by Sonoma County Regional Climate Protection Authority, July 2016, https://rcpa.ca.gov/wp-content/uploads/2016/07/CA2020_Plan_7-7-16_web.pdf.

The General Plan contains policies that directly and indirectly support a reduction in energy consumption. These include policies related to reducing GHG emissions and traffic congestion within the city as well as policies that promote water conservation, solid waste reduction, and green building practices. The General Plan EIR included an analysis of wasteful, inefficient, or unnecessary consumption of energy and determined that buildout of the General Plan would have a less than significant impact on energy resources.

Energy resources include fuels such as natural gas, renewable resources such as solar, and production of electricity. Electricity production requires the conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in depletion of non-renewable energy resources (e.g. oil, coal, natural gas, etc.) and emission of pollutants. Sustainable usage of energy resources can be fostered through conservation of non-renewable energy resources and development of alternative or renewable energy resources (e.g. wind, solar, geothermal, etc.).

Activities in the City of Petaluma use electricity, natural gas, and petroleum-based fuels as primary energy resources. Energy use provides lighting, heating, and cooling for indoor environments, water and wastewater treatment and conveyance, and powers transportation systems. In 2010, the City of Petaluma consumed, on average, 6,000 kilowatt hours of electricity per household, per year. This rate is significantly lower than the state and county average energy consumption rate per household per year of 9,320 and 7,042 kilowatt hours, respectively³.

3 Climate Action 2020 and Beyond: Sonoma County Regional Climate Action Plan, Prepared by Sonoma County Regional Climate Protection Authority, July 2016, https://rcpa.ca.gov/wp-content/uploads/2016/07/CA2020_Plan_7-7-16_web.pdf.

The General Plan EIR determined that if compliance with the California Energy Commission’s (CEC) Title 24, and General Plan policies aimed at energy reduction are achieved, the General Plan would not result in wasteful, inefficient, or unnecessary consumption of energy by residential, commercial, industrial, or public uses. Additionally, the General Plan EIR determined that to mitigate substantial increases in transportation energy consumption caused by the General Plan, high-density residential, mixed use, and neighborhood commercial land use patterns should be encouraged in core areas, thereby reducing the length and number of vehicle trips.

On May 6, 2019, the City of Petaluma adopted a Climate Emergency Resolution through Resolution No. 2019-055 N.C.S. The Resolution elevates climate issues to the highest priority, makes a commitment to achieving carbon neutrality as quickly as possible and no later than 2045, and establishes a climate commission to guide policy direction on climate action. On February 22, 2021, The City of Petaluma adopted a Resolution prohibiting construction of new petroleum fueling stations to promote alternative energy sources in vehicular use. In addition, on May 3rd, 2021, the Petaluma City Council adopted an “All-Electric Construction in New Constructed Buildings” ordinance to ban the use natural gas in new construction.

The Project will result in the efficient use of energy by meeting or exceeding California Green Building Standards Code (CALGreen) standards for energy efficiency in building design and precluding the use of natural gas. The project will also promote renewable energy by including on-site solar generation. Furthermore, the Project will install water efficient landscaping (in compliance with Petaluma Municipal Code Chapter 15.17), which minimizes water demands and associated energy expenditure from treatment and conveyance. As the proposed project is within the scope of development projected under the General Plan EIR, there would be no additional impacts to energy consumption beyond those analyzed in the General Plan EIR. Therefore, there would be not new or more severe impacts related energy relative what was analyzed in the General Plan EIR.

4.7. GEOLOGY AND SOILS

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?			
iii. Seismic-related ground failure, including liquefaction			
iv. Landslides?			
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; and Geotechnical Investigation Report, prepared by Miller Pacific Engineering Group, September 17, 2021.

The General Plan EIR concluded that with policies set forth in the General Plan, potentially significant impacts related to soil erosion or the exposure of people or structures to strong seismic ground shaking, or seismic-related ground failure would be less than significant. General Plan Policy 10-P-1 requires the preparation of geotechnical studies prior to development approval in geologic and/or seismic hazard areas. Furthermore, the General Plan EIR concludes that implementation of the provisions of the City’s Building Code, the National Pollution Discharge Elimination System (NPDES) permit requirements and the General Plan Safety Policies would ensure that potential site-specific geotechnical conditions would be addressed fully in the design of the Project and that potential impacts would be maintained at less than significant levels.

In compliance General Plan Policy 10-P-1, a geotechnical report was prepared for the project site, and this report identified strong seismic shaking, liquefaction, and settlement as the primary geotechnical concerns. The report also determined that development at the site was feasible from a geotechnical perspective provided that the recommendations included in the report were incorporated into the design and construction of the Project. As set forth below, in Section 6 Environmental Conditions of Approval, the recommendations from the site-specific geotechnical report will be incorporated into construction contract specifications. As the proposed project is within the scope of development projected under the General Plan and has undergone a site-specific geotechnical investigation, and will be subject to standard conditions of approval and uniformly applied development standards, such as compliance with the NPDES, no additional impacts to geology and soils beyond those analyzed in the General Plan EIR will result from implementation of the Project.

4.8. GREENHOUSE GAS EMISSIONS

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan EIR; Climate Action 2020 and Beyond: Sonoma County Regional Climate Action Plan, prepared by Sonoma County Regional Climate Protection Authority, July 2016, https://rcpa.ca.gov/wp-content/uploads/2016/07/CA2020_Plan_7-7-16_web.pdf; California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management Quality District, May 2017, https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en; and Air Quality Management Memo, prepared by Earthtone Construction, received August 2, 2021.

Greenhouse gases (GHGs) are generated from natural geological and biological processes and through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons. While GHGs are emitted locally impacts are on a global scale. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as the greenhouse effect and is contributing to global climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHG's at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order EO-B-30-15 (2015) and SB 32 GHG Reduction Targets, which was passed in 2016, established a 2030 GHG emissions reduction target of 40 percent below 1990 levels. Executive Order S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 and SB 743 have also been adopted, which seeks to curb GHGs by reducing urban sprawl and vehicle miles traveled.

The City of Petaluma has taken steps at the local level to address GHG emissions within its city limits. The City adopted Resolutions 2002-117 N.C.S., 2005-118 N.C.S., and 2018-009 N.C.S. (incorporated herein by reference), which calls for the City's participation in the Cities for Climate Project effort and established GHG emission reduction targets of 25% below 1990 levels by 2015 for community emissions and 20% below 2000 levels by 2010 for municipal operations.

In addition to these Petaluma-specific initiatives to reduce GHG emissions in the City, in 2016 the Climate Action Plan 2020 and Beyond (CAP 2020) was prepared by the Sonoma County Regional Climate Protection Authority on behalf of Sonoma County municipalities including the City of Petaluma and serves as an advisory document to assist in achieving GHG emission reductions. This effort implements General Plan Policy 4-P-27. As stated in CAP 2020, state, regional and local measures combined can achieve a GHG reduction of 166,350 MTCO_{2e} within Petaluma. Under a business-as-usual approach (i.e., without state, regional or local GHG reduction measures), the City of Petaluma is projected to emit 542,970 MTCO_{2e} by 2020. With implementation of reduction measures, GHG emissions would be reduced to 376,620 MTCO_{2e}. This represents a 31% reduction of GHG emissions relative to the 1990 per capita emission levels.

On January 22, 2018, the City of Petaluma adopted Resolution No. 2018-009 N.C.S. reaffirming the City's intent to reduce greenhouse gas emissions as part of a coordinated effort through the Sonoma County Regional Climate Protection Authority. The City's Climate Emergency Resolution further recognizes scientific findings and social implications related to global warming while calling for citywide emergency actions to reduce greenhouse gas emissions. A Climate Action Commission was appointed to help craft policies for recommendations to the City Council, coordinate workshops with experts on climate change, encourage community involvement, and identify best practices to address climate change that can be applied in Petaluma.

As stated above in Section 4.6 Energy, the City Council adopted Resolution No. 2019-055 N.C.S. on May 6, 2019, declaring a climate emergency and elevating climate issues to the highest priority in its goal setting. On January 11, 2021, the City Council adopted the Climate Emergency Framework which directs the City to achieve carbon neutrality by 2030, guides the City's ongoing response to and discussion about the climate crisis, and guides and informs subsequent policies and implementation strategies. The Climate Emergency Framework provides policies and implementation strategies toward this goal in four sections: equity and climate justice, mitigation and sequestration, adaptation and social resilience, and community engagement. The principles identified in the Framework establish Petaluma's shared vision of a healthy, sustainable, and equitable community. By setting the shared intention of this framework and working from the framework in subsequent planning efforts to create policy and implementation, the City will actively work to avoid catastrophic climate change and adapt to its expected impacts. As the Climate Emergency

Framework sets broad goals, it will guide future policy development for future planning efforts while providing guidance for City staff and decision makers.⁴

In February 2020, the City Council adopted by reference the 2019 California Building Code, which contains the mandatory California Green Building Standards Code (CALGreen). All new development within the City of Petaluma must comply with these standards, which generally achieve energy efficiency beyond Title 24 requirements as well as higher construction waste reduction rates. As such, new development is expected to be more energy efficient, use fewer resources and emit fewer GHGs. In addition, on May 3rd, 2021, the Petaluma City Council adopted an “All-Electric Construction in New Constructed Buildings” ordinance to ban the use natural gas in new construction, and this ban applies to this project.

The General Plan contains policies which directly and indirectly serve to reduce greenhouse gas (GHG) emissions within the City of Petaluma. For example, policies aimed at improving air quality and traffic congestion within the city, would also help reduce greenhouse gas emissions. Policies that promote water conservation, energy conservation, and green building practices also reduce greenhouse gas emissions. General Plan Goal 5-G-8, which calls for the City to “expand the use of alternative modes of mobility serving regional needs,” is being implemented in part through the Sonoma Marin Area Rail Transit (SMART) Plan, which as of Fall 2017 provides light rail commuter service in downtown Petaluma. Light rail is estimated to take more than 1.4 million car trips off Highway 101 annually and reduce GHGs by at least 124,000 pounds per day. In addition, General Plan Policy 2- P-122 requires that new development projects prepare a Construction Phase Recycling Plan that would address recycling of major waste generated by demolition and construction activities. This requirement is now part of the building permit review process and ensures that the waste stream to landfills is minimized, which reduces GHG emissions from landfill off gassing.

Greenhouse gas emissions associated with the Project would result from short-term construction activities and ongoing operation. BAAQMD provides screening criteria for various types of land uses. As previously discussed in the Section 4.3 Air Quality of this analysis, projects which fall below the screening criteria for specific land uses are reasonably expected to have less than significant impacts with regard to GHG emissions since pollutant emissions would be minimal. Projects which are above the screening criteria are considered to have a potentially significant impact to air quality and require a quantitative analysis to evaluate the project-specific impacts. The proposed project was considered to be analogous to the BAAQMD “Apartment, low-rise” and “General office building” land use types, which have a screening threshold of 78 dwellings and 53,000 square feet, respectively for GHG emissions. As the Project would include 3,230 gross square feet of commercial space and seven dwellings, the Project falls under the screening criteria and no quantitative GHG analysis is required.

The proposed project is consistent with applicable GHG regulations and General Plan policies. The Project implements the Climate Action Framework goal to reduce transportation emissions as an infill project which would locate seven dwelling units approximately 1 mile from the Downtown Petaluma SMART Station and increase residential density through demolition of an existing vacant commercial structure. The project will promote non-automobile modes of transportation (and thus lessen GHG impacts that can be associated with new development) by providing bike parking in excess of City standards, improving the bike lane adjacent to the site (thus improving the connection to the SMART trail that exists to the east), and enhancing the pedestrian environment by installing new sidewalks and landscaping within the public right-of-way along both street frontages. Furthermore, the Project is required to comply with the CALGreen Building standards and 2019 Building & Energy Efficiency Standards which help to reduce GHG emissions. Additionally, the Project includes water efficient landscaping, which complies with the maximum applied water allowance and the City’s water conservation regulations. As a standard part of the building permit process, the Project will develop a Construction Phase Recycling Plan pursuant to General Plan Policy 2-P-122 to address the disposal of materials from demolition and construction. As proposed, the Project is consistent with relevant General Plan policies, the General Plan EIR and GHG regulations. Therefore, the Project does not introduce a new significant impact from GHG emissions beyond what was identified in the General Plan EIR.

4 Climate Emergency Framework, prepared by the City of Petaluma, January 11, 2021.

4.9. HAZARDS/HAZARDOUS MATERIALS

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, and result in a safety hazard or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; City of Petaluma Local Hazard Mitigation Plan, prepared by Wood Environment and Infrastructure Solutions, Inc., November 2020; Mandatory Commercial Disclosure Report, Prepared by Property ID, submitted October 18, 2021; Application Materials, Prepared by the Applicant, submitted October 18, 2021; Environmental Assessment Technical Memorandum, 890 Petaluma Boulevard North, Prepared by Baseline Environmental Consulting, August 30, 2021; Petaluma Municipal Airport Section of the Sonoma County Comprehensive Airport Land Use Plan, 2001; Sonoma County Airport Master Plan, prepared by Mead and Hunt, July 2011; GeoTracker, managed by the State Water Resources Control Board, accessed January 2022; and EnviroStor, managed by the Department of Toxic Substances Control, accessed January 2022.

The General Plan EIR concluded that with policies set forth in the General Plan, impacts related to hazards and hazardous materials would be less than significant. General Plan Policy 10-P-4 requires compliance with the Sonoma County’s Integrated Waste Management Plan (CoIWMP) as well as the Consolidated Unified Protection Agency (CUPA) program elements. Policy 10-P-4 further requires the city to prepare and maintain an inventory of environmentally contaminated sites and work directly with landowners in the cleanup of these sites. The Petaluma CUPA manages the acquisition, maintenance and control of

hazardous materials and waste generated by industrial and commercial business under the Petaluma Fire Department. Under CUPA, projects that intend to store, transport, or generate hazardous waste must apply for and obtain a permit and submit a Hazardous Materials Release Response Plan and Inventory on an annual basis. Facilities that use or store potentially hazardous materials in quantities that are above reporting thresholds must prepare and implement a Hazardous Materials Business Plan (HMBP).

The Disaster Mitigation Act of 2000 (Federal Public Law 106-390) requires local governments to develop and adopt pre-disaster mitigation plans in order to minimize property damage and the risk to public health and safety that might result from the effects of a natural or man-made disaster. The City Council adopted a Local Hazard Mitigation Plan (LHMP) on November 2, 2020, in accordance with the Disaster Mitigation Act. The LHMP assesses risk and vulnerabilities and identifies and prioritizes mitigation projects. According to the Governor's Office of Emergency Services, the intent of a LHMP is three-fold:

1. To gather hazard, vulnerability, and mitigation information from the local level for use in state-level planning;
2. To ensure that state and local hazard mitigation planning is coordinated to the greatest extent practical;
3. To ensure that local jurisdictions are made aware of the hazards and vulnerabilities within their jurisdiction and to develop strategies to reduce those vulnerabilities.

The City Council adopted Resolution No. 2021-113 N.C.S. on June 21, 2021, approving a General Plan Amendment to add Section 10.4 (Local Hazard Mitigation Plan) to the Health and Safety Element of the General Plan to include language stating the City of Petaluma has adopted a LHMP, implementing General Plan Policy 10-P-2 and incorporating the LHMP by reference to the General Plan.

Site preparation, construction activities and material delivery may result in the temporary presence of potentially hazardous materials including, but not limited to gasoline, diesel fuels, lubricants, paints, solvents, insulation, and electrical wiring. Although there may be potentially hazardous materials onsite during construction, the applicant will comply with all existing federal, state, and local safety regulations governing the transportation, use, handling, storage, and disposal of potentially hazardous materials. To prevent release of potential hazards during construction, the applicant is required to implement Best Management Practices as provided in Section 6 Environmental Conditions of Approval.

If construction activities involve the on-site storage of potentially hazardous materials, a declaration form will be filed with the Fire Marshal's office and a hazardous materials storage permit must be obtained. Compliance with Federal, State and Local regulations will ensure that hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials will be less than significant levels, consistent with the General Plan.

The project site is not located within an airport land use plan or in the vicinity of a private air strip. The Project site is not located within two miles of the Petaluma Municipal Airport and therefore would not create a safety hazard due to the runway orientation and flight path of aircrafts. Furthermore, the project site is located outside any airport safety zone. Building heights and associated lighting, which will be glare-free and downcast, would not create hazards for aircraft utilizing the airport.

The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan nor will the Project alter any emergency response or evacuation routes. The Petaluma Fire Department has indicated that site access adequately accommodates emergency vehicles and provides connectivity to the existing circulation and street system. Therefore, the proposed project will have no impact on the emergency response plan or emergency evacuation plan.

Wildland fires are of concern particularly in expansive areas of native vegetation of brush, woodland, and grassland. The project site is located within a developed urban area of Petaluma, surrounded by roadways, and developed urban uses. Therefore, there are no impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.

The project site was originally developed as a Chevron fueling station before being redeveloped for restaurant and associated uses in the late 1980's. Due to the past use of the site as a fueling station and past contamination associated with leaking underground storage tanks (LUST) reported in 1986 and closed

in 2006, the site has been subject to multiple investigations to identify contaminants and has undergone remediation and cleanup to the satisfaction of the Regional Water Quality Control Board (RWQCB) and Sonoma County Department of Health Services.⁵

Based on this history, the site is listed by the State Water Board on a list that qualifies as a “Cortese List” (pursuant to Government Code Section 65962.5, there are several lists – see <https://calepa.ca.gov/sitecleanup/corteselist/> for details).

An Environmental Assessment Technical Memorandum was prepared August 30, 2021, by Baseline Environmental Consulting. The Memorandum provides a summary of previous environmental assessments prepared for the site between 1987 and 2006, including information outlined below:

- Four underground storage tanks (USTs) were removed from the site in October 1986 located in the northeast portion of the site. Former fuel dispensers were located in the western portion of the Site.
- Elevated concentrations of total petroleum hydrocarbons as gasoline (TPHg), benzene, toluene, and xylenes (BTEX) were detected in soil samples collected in November 1986 from the excavation area of the former USTs, including two soil samples collected outside of the primary containment structure of the former USTs.
- Soil samples collected in 1987 found concentrations of TPHg, benzene, toluene, ethylbenzene, and BTEX, with the most significant concentrations were detected immediately south of the former USTs, immediately south of the former fuel dispenser island, suggesting a release of petroleum hydrocarbons.
- A soil vapor contaminant assessment was prepared in 1987 collected soil vapor samples at nine locations on the site at multiple depths analyzing benzene, toluene, and total volatile hydrocarbons; impacts were detected in the northeastern portion of the site. The soil vapor assessment included a health risk assessment that provided modeling that benzene and toluene may migrate into a building constructed on the site in concentrations of up to 700 micrograms of benzene per cubic meter ($\mu\text{g}/\text{m}^3$) and 500 $\mu\text{g}/\text{m}^3$ of toluene. The soil vapor assessment indicated the maximum modeled air concentrations of benzene and toluene were below standards set at the time by the Occupational Safety and Health Administration (OSHA) of 3,000 $\mu\text{g}/\text{m}^3$ for benzene and 375,000 $\mu\text{g}/\text{m}^3$ for toluene, and therefore soil vapor should not pose health risks for commercial uses.
- A November 1987 letter from Chevron to the Regional Water Quality Control Board indicated that vapor concerns would be addressed using a passive venting system which could be modified to an active venting system, incorporated into the foundation. According to a 2001 Additional Site Information Report prepared by Cambria Environmental Technology, installation of a passive venting system was not verified beneath the existing restaurant building.
- In March 1988, approximately 950 cubic yards of soil was excavated from the site near the USTs to remove hydrocarbon impacted soil to depths of approximately 13 to 18 feet below ground surface (bgs). Fuel dispenser piping was uncovered and removed at this time. Soil without noticeable impacts from petroleum hydrocarbons were reused as backfill, and approximately 200 cubic yards of petroleum hydrocarbon impacted soil was disposed of at an off-site landfill. Over-excavation was performed in locations sampled and detected to have remaining hydrocarbon impacts in soil, except for an impacted area to the west of the former USTs.
- From 1988 to 2005, groundwater monitoring was performed at the site, detecting decreasing contaminant concentrations in various monitoring locations, with the exception that methyl-tert-butyl-ether (MTBE) increased in concentrations at several monitoring wells in the late 1990s into the early 2000s. The case closure letter issued for the site by the Sonoma County Environmental Health Division in 2006 indicated the source of the MTBE impacts in groundwater at the site was determined to be the Shell gasoline station located north of the site across Payran Street at 900 Petaluma Boulevard North.
- In the most recent groundwater samples collected in 2005, concentrations of THPg and BTEX were not detected above laboratory reporting limits. The last time that a concentration of benzene, the contaminant expected to drive vapor intrusion risks, was detected in groundwater at the site was

5 San Francisco Bay Regional Water Quality Control Board (RWQCB), Case #: 49-0033, and Sonoma County Local Oversight Program (LOP) Case #: 00002241 Case Closure Letter issued by Sonoma County Environmental Health Division, August 2, 2006.

in 2004 at a concentration of 3 micrograms per liter. The current Environmental Screening Levels (ESLs) for benzene for the groundwater to vapor intrusion exposure pathway are 0.42 µg/L for residential land use and 1.8 µg/L for commercial land use.

- MTBE was last detected in groundwater samples collected in 2003 in concentrations ranging from 10 µg/L through 2,000 µg/L at six monitoring wells. The current ESLs for MTBE for the groundwater to vapor intrusion exposure pathway are 450 µg/L for residential land use and 2,000 µg/L for commercial land use.
- A letter conforming the completion of investigation and remedial action for the USTs formerly located at the site was issued by the Sonoma County Environmental Health Division in 2006. Attached to this letter was a Case Closure Summary that indicated that there are no management requirements for the site and that corrective action does not need to be reviewed if the land use changes in the future.

On August 17, 2021, Baseline Environmental Consulting collected sub-slab soil vapor samples from three locations: the first near the former dispenser island in the western portions of the site where hydrocarbon and BTEX were detected in the soil and groundwater (SSV-1), the second on the north side of the existing commercial restaurant structure in the area where soil vapor samples collected in 1987 and petroleum hydrocarbon samples collected in 1988 detected contaminants (SSV-2), and the third on the east side of the existing structure and the south of the former USTs where petroleum hydrocarbon and BTEX were detected in the past. Contaminants exceeding residential ESL concentrations for sub-slab soil gas and exterior soil gas vapor intrusion set forth by the RWQCB include benzene ranging in concentration from 14 µg/m³ to 30 µg/m³ where the residential ESL for benzene is 3.2 µg/m³, dichlorobenzene at a concentration of 55 µg/m³ where the residential ESL for dichlorobenzene is 8.5 µg/m³, trichlorobenzene at a concentration of 190 µg/m³ where the residential ESL for trichlorobenzene is 70 µg/m³, and vinyl chloride at a concentration of 0.53 µg/m³ where the residential ESL for vinyl chloride is 0.32 µg/m³.

To address the potential for residual contaminants beneath the site to intrude into the proposed buildings, the project includes a vapor intrusion mitigation system (VIMS) consisting of sub-slab vapor barriers and a ventilation system to ensure that the public, the environment, and future site occupants would not be exposed to hazardous materials that may be present onsite. The VIMS will be designed, installed, operated, and maintained in accordance with the Department of Toxic Substances Control's (DTSC's) Vapor Intrusion Mitigation Advisory – Final Revision 1 (October 2011) and subsequent DTSC guidelines. A document certifying that the VIMS was installed, inspected, and tested according to the VIMS designs and specifications and DTSC guidelines; the Operations and Maintenance (O&M) Plan; and any CC&Rs, will be submitted to the City for review and approval prior to the City issuing occupancy permits for the Site.

Although four identified subsurface soil contaminants exceed RWQCB ESLs for sub-slab soil gas and exterior soil gas vapor intrusion, the ESL identifies thresholds for airborne pathways of soil vapor contaminants into building interiors when located above contaminated soil. The VIMS as proposed in accordance with DTSC guidelines would ensure that hazardous conditions would not be present within the building interior. Exterior non-hardscaped areas would be covered by new soil for landscaping down to 12 inches, new stormwater planters would have special soil, drainage, and filtration properties, and the courtyard would be paved with permeable pavers above the newly placed and graded soil. Furthermore, as set forth below in Section 6 Environmental Conditions of Approval, the project will include a standard condition of approval to require that a Soil and Groundwater Management Plan (SGMP) be prepared and implemented during the development of the site and will ensure that construction workers, the public, future occupants at the site, and the environment would not be exposed to hazardous materials that may be present in the subsurface of the Site. The VIMS and the SGMP condition of approval ensure that the project is consistent with General Plan Policy 10-P-4.

As the Project is within the scope of development projected under the General Plan, there would be no new or more severe impacts to hazards and hazardous materials beyond those analyzed in the General Plan EIR.

4.10. HYDROLOGY AND WATER QUALITY

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; Site Plan and Architectural Review Submittal prepared by ZGF Architects, dated October 14, 2021 & March 2022; and Preliminary Stormwater Control Plan for a Regulated Project, Prepared by Summit Engineering, May 14, 2021.

The General Plan EIR concluded that with the policies set forth in the General Plan and mitigation measures identified in the EIR, impacts related to hydrology and water quality would be less than significant. General Plan policies 8-P-38 require that all development activities are constructed and maintained in accordance with Phase 2 National Pollutant Discharge Elimination System (NPDES) permit requirements. Policies 8-P-37, 8-P-20, 8-P-28 through 8-P-32, and mitigation measure 3.6(a), regulate new impervious surfaces to: ensure that groundwater recharge areas are protected; minimize the alteration of existing drainage patterns; and reduce the exposure of people or structures to the risk of flooding hazards. Policies 8-P-33 through 8-P-36 and mitigation measure 3.6(b), aim to minimize impacts to the existing storm drain system and ensure that adequate conveyance capacity is maintained.

The mandatory requirements of the NPDES General Permit apply to construction and post-construction stormwater discharges. Prior to construction, the Project applicant is required to file for coverage under the State Water Resources Control Board (SWRCB), Order No. 99-08-DWQ, NPDES General Permit No. CAS000002 for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). Petaluma is also covered under the Phase II Small MS4 general permit dated July 1, 2014, Order # 2013-001 DWQ for post construction water regulations.

Mandatory requirements cover construction activities including, but not limited to, clearing, grading, excavation, stockpiling of soils and materials, and reconstruction of existing facilities involving removal and replacement of impervious surfaces (e.g., asphalt). Compliance is initiated through submittal of a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) and carried out through a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP contains a site map, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns. The SWPPP must also identify Best Management Practices (BMPs) to protect storm water runoff.

The NPDES General Permit also includes performance standards for post-construction that are consistent with State Water Board Resolution No. 2005-0006, "Resolution Adopting the Concept of Sustainability as a Core Value for State Water Board Programs and Directing Its Incorporation," and Resolution No. 2008-0030, "Requiring Sustainable Water Resources Management". These require that all new construction match pre-development hydrology to ensure that the physical and biological integrity of aquatic ecosystems are sustained. This approach is analogous in principle to Low Impact Development (LID) and serves to protect related watersheds and water bodies from both hydrologic-based and pollution impacts associated with post-construction conditions.

A majority of the site is comprised of impervious surfaces including hardscapes and roofs of existing buildings. Only a small portion of the site is landscaped with limited opportunity for infiltration. Runoff from impervious surfaces currently sheet flow to surrounding streets with existing curb, gutter and stormdrain facilities as well as onto the developed properties south and east of the project site.

A preliminary stormwater control plan for the Project was prepared by Summit Engineering on May 14, 2021. The Project will include new storm drainage infrastructure onsite to accommodate impervious surfaces that will result from redevelopment. Onsite improvements will capture storm water in vegetated bioretention facilities and roof gardens, with remaining runoff conveyed to the existing storm drains located along Petaluma Boulevard North and to valley gutters on Payran Street. A total of eleven drainage management areas, to include four bioretention basins and four self-retaining landscape areas, will be located within the project site. Bioretention areas will be located near the center of the project site in the courtyard and at the north and east property line. Self-retaining landscape areas will be located in planter strips in the public right of way adjacent to Petaluma Boulevard North and Payran Street, and between the exterior courtyard and the parking spaces that are south of the proposed buildings.

As proposed, the preliminary stormwater control plan provides adequate onsite facilities and control measures to achieve the standards and criteria outlined by the Bay Area Stormwater Management Agencies Association (BASMAA) Post Construction Manual (January 2019). Stormwater will be controlled, and water quality protected by directing runoff from impermeable surfaces such as unvegetated areas of the roof, hardscaped areas, and paved areas to bioretention areas and self-retaining landscape areas for pretreatment prior to entering the City's storm drain system. Existing drainage patterns will be preserved where feasible and a majority of stormwater will be conveyed to the Petaluma River via the existing storm drain system.

Source Control Measures prepared in the Preliminary Stormwater Control Plan outline site activities and potential sources of water runoff and identify BMPs for each source. The Project proposes to incorporate measures to reduce stormwater runoff and remove pollutants prior to discharging to existing storm water infrastructure. Post-construction LID measures include bio-retention filtration and self-retaining landscape areas that would treat the stormwater prior to discharging to City storm drain infrastructure. The project design, as well as implementation of the standard conditions of approval (see Section 6 below), documents conformance with the standards adopted by the BASMAA.

As provided in the 2020 Urban Water Management Plan (UWMP), the City has adequate water supply resources to accommodate the proposed development without depleting, degrading, or altering groundwater supplies or interfering substantially with groundwater recharge. The Project would not result in the lowering of the aquifer or the local groundwater table. The Project’s water demands are consistent with water demands evaluated in the UWMP, which found sufficient water supplies are available to meet existing and planned future development within the UGB.⁶ Groundwater reserves will not be depleted due to the proposed development as the City’s water supply is largely dependent on surface water flows from Sonoma Water. There are no groundwater wells proposed as part of the Project and the Project will be served by the City’s municipal water supply.

The Project is within the scope of development projected under the General Plan. As outlined in Section 6 Environmental Conditions of Approval of this report, the Project is required to comply with the mandatory requirements of the NPDES General Permit and SWPPP. Thus, there would be no additional impacts to hydrology and water quality beyond those analyzed in the General Plan EIR.

4.11. LAND USE AND PLANNING

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan EIR; and Petaluma 2020 Urban Water Management Plan, Prepared by West Yost Associates, June 2021 <https://cityofpetaluma.org/documents/2020-urban-water-management-plan-2/>, accessed February 4, 2022.

The General Plan EIR concluded that with the policies set forth in the General Plan, land use and planning impacts would be less than significant. General Plan Policy 2-P-1 promotes a range of land uses to serve community needs within the UGB and infill development. The Project is consistent with this General Plan Policy in that it proposes infill development on a developed site that is within a developed part of the City at the core of the UGB. The Project will not introduce new physical features that would remove mobility or divide an established community.

The Mixed-Use land use classification that applies to the site allows for a maximum FAR of 2.5. Surrounding General Plan Land Use designations include Neighborhood Commercial and Mixed Use. Surrounding development includes commercial and restaurant uses, an industrial feed and grain mill, a gasoline station, and residential uses.

The Project is consistent with the General Plan, Implementing Zoning Ordinance, and the Mixed Use 1A District zoning for the site. The Project proposes a total FAR of 0.63, which is less than the 2.5 maximum FAR set by the General Plan. The proposed uses are permitted by-right in the Mixed Use 1A Zoning District, and building setbacks, loading, and landscaping are consistent with the zoning code. The project employs modified development standards including height and parking (see Project Description in Section 2.3, pages 7-9 of this document for details). The requested height increase (from the maximum height of 30-feet to allow 35-feet to the top of the roof and 37-feet to the parapet) and the parking reduction (from the minimum of 9 spaces required to support the dwellings and 11 spaces to support the non-residential uses of the site to allow a reduction to zero via unbundled parking) are consistent with the concessions mandated when a project includes affordable dwellings (as the Project does) and will be granted for the Project in compliance with Implementing Zoning Ordinance Section 27.070, and California Government Code Section 65915.

6 Petaluma 2020 Urban Water Management Plan, prepared by West Yost Associates, June 2021 <https://cityofpetaluma.org/documents/2020-urban-water-management-plan-2/>, accessed February 4, 2022.

The Project is within the scope of development projected under the General Plan and is consistent with land use planning, zoning, and City policies. Therefore, there are no additional impacts to potential land use and planning conflict beyond those analyzed in the General Plan EIR.

4.12. MINERAL RESOURCES

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR.

The General Plan EIR concluded that no mineral resources would be affected from implementation of the General Plan. The Project is consistent with the General Plan and would not result in any impacts related to mineral resources.

4.13. NOISE

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Cause the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause the generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be 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, and as a result, expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan EIR; Transportation and Construction Vibration Guidance Manual, prepared by Caltrans, April 2020, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>; and Petaluma Municipal Airport Section of the Sonoma County Comprehensive Airport Land Use Plan, 2001.

The General Plan EIR concluded that even with the policies set forth in the General Plan, noise generated from increased local traffic volumes at buildout would be considered significant and unavoidable. General Plan Policy 10-P-3(B) discourages the location of new noise-sensitive uses in areas with projected noise levels greater than 65 decibels (dB) community noise equivalent level (CNEL) and requires that interior noise levels do not exceed 45 dB CNEL. Policy 10-P-3(D) requires the control of noise or mitigation

measures for any noise-emitting construction equipment or activity. This Policy also controls for groundborne noise and vibration.

The General Plan EIR determined that implementation of the General Plan would result in less than significant impacts from new stationary sources and construction-related noise and groundborne vibration. General Plan Policy 10-P-3 provides protection for the siting of new sensitive noise receptors, ensures compatibility with the City's Noise Ordinance, including construction noise controls, and establishes a significance threshold for new development that would increase ambient noise by four or more dBA.

The Project site is located at the southeast corner of the intersection of Petaluma Boulevard North and Payran Street. The ambient noise environment is influenced by roadway noise from both adjacent roadways, local arterials, and activities associated with adjacent developments in the area. As a mixed-use project with a multi-family component, the Project is considered a sensitive land use. The Project site is located within the 60 and 65 dB CNEL noise contours provided in General Plan Figure 10-1. Pursuant to General Plan Figure 10-2 and General Plan Policy 10-P-3(B), multi-family residential land uses are normally acceptable in locations experiencing up to 65 dBA CNEL. The nearest sensitive land uses are multi-family dwellings that are located approximately 225 feet east of the project site.

Construction Vibration⁷

Construction activities that result in the greatest amount of groundborne vibration typically occur during site preparation, grading, and excavation, including foundation work and installation of utilities. Construction techniques that generate the highest vibration levels, such as impact or vibratory pile driving, are not proposed.

For vibration damage potential in modern industrial/commercial buildings, the California Department of Transportation (Caltrans) uses a vibration threshold of 2.0 inches/second, peak particle velocity (in/sec, PPV) for transient sources and 0.5 for continuous/frequent intermittent sources. New residential structures use a 1.0 in/sec PPV for transient sources and 0.5 PPV for continuous/frequent intermittent sources.

The California Department of Transportation provides the vibration source levels at 25 feet for various types of construction equipment as shown in the following table.

Table 2: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 feet (in/sec)
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Sources: Federal Transit Administration 2018 (except Hanson 2001 for vibratory rollers) and Caltrans 2000 for crack-and seat-operations.

The only potentially significant source of groundborne vibration resulting from the Project would be generated by the short-term construction activities. Vibratory rollers have the potential to generate the greatest vibratory noise levels. As shown above, at a distance of 25 feet, vibration levels have the potential to reach 0.210 in/sec PPV. Vibration levels are greatest at the source and begin to attenuate with increasing distance from the source. The structure located closest to the project site is a commercial restaurant to the south, which was constructed in the late 1980's, and is approximately 70 feet to the south of the footprint of the proposed building and is not expected to be exposed to potentially significant vibration levels. The commercial building to the east is located approximately 70 feet to the east of the footprint of the proposed building and similarly would not be exposed to potentially significant vibration levels.

⁷ Transportation and Construction Vibration Guidance Manual, prepared by Caltrans, April 2020, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.

As the nearest sensitive receptor located approximately 225 feet from proposed construction activity would experience 0.008 in/sec PPV and impacts to structures begin at 0.25 in/sec PPV, vibration sensitive uses nearest the project site are located far enough from the project site that temporary groundborne vibration during construction would be less than significant. Additionally, the nearest structure to proposed construction activity is located approximately 70 feet to the south, and would experience up to 0.114 in/sec PPV, which remains under the threshold of 0.5 in/sec PPV for structurally sound buildings. Therefore, impacts related to exposure of groundborne vibration resulting from construction of the Project will be less than significant.

Construction Noise

Construction of the Project would temporarily increase noise levels in the Project area. Construction activities that will contribute to the ambient noise environment include site excavation and foundation work, trenching and installation of utilities, building erection, paving, and landscaping. The hauling of construction materials and construction workers traveling to and from the project site would contribute to noise levels on roadways serving the site. Construction noise levels would vary by stage based on the amount of equipment in operation and the location where the equipment is operating. Typically, construction noise is in the range of 80 to 90 dBA at a distance of 50 feet from the source.

Noise sensitive uses nearest the project site include multi-family dwellings and apartments. Construction noise impacts do not generally occur when the noisiest construction activities do not exceed the ambient noise environment by 5 dBA Leq (Equivalent Continuous Sound Pressure Level) for a period greater than one year. The overall construction duration for the Project is anticipated to last for a period of 9 to 12 months. Additionally, as construction activities move away from the site margins and interior construction work proceeds, noise levels in the project site vicinity will be reduced. The horizontal separation from the closest noise-sensitive uses, the intervening buildings, and the ambient noise created by vehicles using adjacent roadways, will ensure that temporary construction noise impacts will be less than significant.

As set forth below in Section 6, Environmental Conditions of Approval, the Project is subject to Construction Noise best management practices and control measures. Therefore, the proposed project would result in similar construction noise impacts relative to what was anticipated by the General Plan EIR and potential impact to nearby sensitive noise receptors would be less than significant.

Operation

The Project would place new commercial and residential uses in an area where ambient noise levels are in the citywide noise contour area of 60-65 dB CNEL (decibel community noise equivalent level). Based on the City of Petaluma's Land Use Compatibility Standards, the proposed use, which is akin to "Office Buildings, Business Commercial and Professional" use is normally acceptable in noise environments up to 70 dB CNEL as per the standards of General Plan Policy 10-P-3(G). As such, the Project will not introduce new workers to ambient noise levels that are unacceptable, nor would it conflict with established land use compatibility standards for noise. The "Residential – Multifamily" land use is normally acceptable in noise environments up to 65 dB CNEL as per the standards of General Plan Policy 10-P-3(G). However, both land uses were contemplated in the General Plan for the project site and would not contribute to the ambient noise environment beyond that analyzed in the General Plan EIR. Therefore, the Project would introduce new land uses within compatible ambient noise levels identified in the General Plan.

At operation, new development onsite will contribute to the ambient noise environment. Like the existing land use of the site, the new mixed-use building will generate noise in the parking area (engine starts, radio, car doors closing, etc.), along the access drive aisles (people talking, loading/unloading personal items, idling engines, etc.), and through the operation of mechanical equipment. Noise from these sources is typical of noise levels generated within the project vicinity and consistent with the type of uses in the vicinity. As such, the Project will not result in perceptible changes to the ambient noise environment at operation.

The project site is not located within two miles of a private airstrip or within two miles of the Petaluma Airport. Therefore, operations of the Petaluma Airport will not expose any workers or residents at the project site to excessive noise as the project site is not located within proximity to airport-related noise contours.

The Project is within the scope of development projected under the General Plan. As such there would be no new or more severe impacts to noise and vibration beyond those analyzed in the General Plan EIR.

4.14. POPULATION AND HOUSING

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; and 2015-2023 City of Petaluma Housing Element, revised November 19, 2018.

The General Plan contemplated the development of approximately 6,000 additional dwellings and a buildout population of approximately 72,700, representing an annual growth rate of approximately 1.2 percent. According to the US Census, the City of Petaluma had a population of 59,776 in 2020. This project is conservatively expected to house approximately 2.65 persons per household⁸, and is expected to increase the population by 19 persons and contribute to 0.03 percent of the annual growth rate. As such, the Project would not induce unplanned population growth beyond what was analyzed in the General Plan EIR.

The Project proposes the development of a mixed-use building with 3,230 gross square feet of commercial space and seven dwellings which will contribute to the City’s housing stock. The projected population associated with the project does not constitute a substantial increase and remains sufficiently below the General Plan population projections. The Project is located on a site identified as mixed use by the General Plan and is not identified by the 2015-2023 Housing Element as one of the 51 Residential Land Inventory Opportunity Sites.

The project site is in an area of the City that is well served by existing utilities and infrastructure. The extension of utilities will be limited to provide services to the subject property and will not extend services to areas where services were previously unavailable.

The Project will not displace any existing dwellings or people necessitating the construction of replacement housing elsewhere as the project site is currently developed with a vacant commercial building. Therefore, the Project will have no impacts that displace people or existing housing.

As the proposed project is within the scope of development projected under the General Plan, there would be no additional or more severe impacts to population and housing beyond those analyzed in the General Plan EIR.

8 Households and Families Table S1101, City of Petaluma, 2015-2019 American Community Survey 5-Year Estimates.

4.15. PUBLIC SERVICES

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; and City of Petaluma Development Impact Fees.

The City of Petaluma charges one-time impact fees on new private development to offset the cost of improving or expanding City facilities to accommodate the demand generated by new development. Impact fees are used to fund the construction or expansion of capital improvements Petaluma also collects impact fees for open space, parkland, and other amenities. Development impact fees finance public facilities and service improvements and pay for new development's fair share of the costs of the City planned public facilities and service improvements identified to accommodate buildout of the General Plan.

The General Plan EIR concluded that with policies set forth in the General Plan, impacts to public services would be less than significant. General Plan Policy 7-P-12 requires the City to work with Petaluma school districts to ensure availability of appropriate sites to accommodate the needs of the City's School Districts. As the dwellings proposed by the project are within projections analyzed in the General Plan EIR, the Project would not substantially increase demands on school facilities. The Project is also subject to the payment of statutory school impact fees to offset any cumulative impacts on the school system. Policies 7-P-17 through 7-P-36 ensure that facilities, equipment, and personnel are adequate to maintain police and fire protection services. Policies 7-P-22 through 7-P-24 ensure that emergency response equipment, personnel training, and critical facilities are adequate to serve the city in an emergency (e.g., earthquake, flood, severe storm).

The Project is not anticipated to induce substantial growth in the area, either directly or indirectly beyond what was anticipated by the General Plan. The Project will incrementally increase demands for fire and police services, schools, and parks but not a level that would be considered potentially significant. As a standard condition of project approval, the applicant shall pay all development impact fees applicable to a commercial and residential project, including a facilities fee for identified fire/police facility improvements, statutory school impact fees, and parkland fees.

As the proposed project is within the scope of development projected under the General Plan there would be no new or more severe impacts to public services beyond those analyzed in the General Plan EIR.

4.16. RECREATION

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; and City of Petaluma Development Impact Fees.

The General Plan EIR concluded that with policies set forth in the General Plan, parkland impacts would be less than significant. General Plan policies 6-P-1 through 6-P-25 aim to retain and expand recreational facilities, ensure ongoing maintenance of parklands, and support the health, education, social activities, and well-being of citizens by providing safe and accessible recreational facilities.

The increase in employees and residents introduced by the Project will have a negligible increase in demand for parks and recreational facilities. New demands on parks and recreational facilities generated by the Project have been anticipated as part of the General Plan. As a standard condition of project approval, the applicant is required to pay all development impact fees applicable to a commercial and residential project, including parkland and open space acquisition impact fees. As the proposed project is within the scope of development projected under the General Plan there would be no additional impacts to recreation beyond those analyzed in the General Plan EIR.

4.17. TRANSPORTATION

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; Tec Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by the California Office of Planning and Research, December 2018, https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf; and City of Petaluma Senate Bill 743 Vehicle Miles Traveled Implementation Guidelines, prepared by Fehr & Peers, July 2021, <https://cityofpetaluma.org/documents/vmt-implementation-guidelines-sb-743/>

The General Plan EIR concluded that with increased motor vehicle traffic from buildout of the General Plan, unacceptable level of service (LOS) would result at six intersections: McDowell Boulevard North/Corona

Road, Lakeville Street/Caulfield Lane, Lakeville Street/East D Street, Petaluma Boulevard South/D Street, Sonoma Mt. Parkway/Ely Boulevard, South/East Washington Street, and McDowell Boulevard North/Rainier Avenue (note, this project is not located adjacent or near these intersections).

The General Plan EIR determined that implementation of the General Plan would result in less than significant impacts from an increased demand for transit service and safe bicycle parking. General Plan policies 5-P-41 through 5-P-45 support the expansion of the bus transit system and the location of transit-oriented development along transit corridors. General Plan Policy 5-P-31 requires future development to provide necessary bicycle support facilities throughout the city.

Level of service (LOS) was historically used as a standard measure of traffic service within the City of Petaluma and the city established a goal of maintaining a LOS 'D' or better (General Plan Policy 5-P-10). However, as of July 2020, CEQA Guidelines Section 15064.3 requires that lead agencies analyze transportation impacts of discretionary projects using the vehicle miles traveled (VMT) metric instead of LOS. In July 2021, the City adopted VMT Implementation Guidelines that provide thresholds of significance, screening criteria, and mitigation options.

Pursuant to the City's VMT Implementation Guidelines, a small project (with no more than 15 dwellings and no more than 10,000 square feet of non-residential floor area), screens out from the requirement to prepare a VMT analysis. Because the Project qualifies as a small project (seven dwellings and 3,230 gross square feet of commercial space), no VMT analysis is required. In addition, the Project is located in an urban area that is well served by nearby goods and services, and is adjacent to local and regional bus routes and pedestrian and multi-use trails.

By proposing fewer parking spaces than required by the City's zoning code, providing bike parking above the City minimum, and including pedestrian and bicycle improvements at the site frontage in the public right-of-way (including improvements to improve ADA usage of the sidewalks), the Project is consistent with and advances the City plans, ordinances, and policies to integrate alternative modes of travel into the transportation and circulation system. In addition, the project would operate under the cooperative living concept which will provide common interior spaces for communal cooking, dining, meetings, work, woodworking, bicycle repair, gardening, etc., which can result in fewer automobile trips because more of life's needs can be met onsite.

At the direction of the City, the project includes a bulb-out to shorten the pedestrian crossing distance for northbound pedestrian movements across Payran Street and to better define the eastbound travel lane on Payran Street (only one travel lane is stripped, but the width is in excess of the City standards for a single travel lane). The bulb-out will define a new parking lane that was previously unused to allow for the creation of four on-street parking spaces along Payran Street, abutting the project site. The bulb-out also acts as a traffic calming measure because the right-turn radius from northbound Petaluma Boulevard North to eastbound Payran Street will be tighter which will slow turning vehicles. The reduced lane width will also act as a traffic calming measure to slow vehicles traveling on this section of Payran Street from other directions. The bulb-out will provide more visibility for pedestrians and will shorten the pedestrian crossing distance and time which will also improve the operation and safety of the intersection for all modes of travel. A second bulb-out would be installed along Payran Street, to the west of the access driveway to the site. This bulb-out would terminate the new on-street parking spaces and would also improve pedestrian safety on the sidewalk by slowing the in-bound movement of automobiles to the site. The Project will not otherwise modify existing circulation patterns and the Project will decrease hazards for pedestrians and bicyclists by expanding and formalizing facilities onsite and at the site frontages along Petaluma Boulevard North and Payran Street. The improvements described in this section further General Plan Policy 5-P-22.B, which calls for enhancing pedestrian connectivity by improving "street crossings and complete gaps in the sidewalk system through development review and capital improvement projects."

As the proposed project is within the scope of development projected under the General Plan, there would be no new or more severe transportation or circulation impacts beyond those analyzed in the General Plan EIR.

4.18. TRIBAL CULTURAL RESOURCES

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
<p>Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p> <p>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 Public Resources Code Section 5024.1(c). In applying the criteria set forth in Public Resource Code Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>

Sources: City of Petaluma General Plan and EIR; and AB 52.

The City of Petaluma provided notice to Federated Indians of Graton Rancheria (FIGR) on July 1, 2021, as required by Public Resources Code Section 21080.3.1(d). To date, the City has not received a request for consultation (the statutory timeframe provided by Public Resources Code Section 21080.3.1(b) is 30 days).

This section incorporates by reference all text included within the Cultural Resources discussion above. Given the past disturbance onsite, development of the surrounding area, and conditions of project approval under the Cultural/Tribal Resources category in Section 6 Environmental Conditions of Approval, development of the Project will not impact tribal cultural resources beyond what was analyzed in the General Plan EIR.

As the proposed project is within the scope of development projected under the General Plan, there would be no additional impacts to tribal cultural resources beyond those analyzed in the General Plan EIR. The Project will comply with General Plan Policy 3-P-1, as described in Section 4.5 Cultural Resources, by following standard condition of approval (see Section 6 below). As such, the Project will not result in any new or more severe impacts to tribal cultural resources beyond what was identified in the General Plan EIR.

4.19. UTILITIES AND SERVICE SYSTEMS

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR; City of Petaluma 2020 Urban Water Management Plan, prepared by West Yost Associates, June 2021 <https://cityofpetaluma.org/documents/2020-urban-water-management-plan-2/>.

The General Plan EIR determined that implementation of the General Plan would result in less than significant impacts regarding the sufficiency of water supplies to meet development at buildout. General Plan policies 8-P-1 through 8-P-7 aim to optimize the use of imported water from Sonoma Water to ensure adequate potable water for the city, develop alternative sources of water to supplement imported supply, limit the provision of potable water service to lands within the UGB, and require the City to routinely assess its ability to meet demand for potable water.

The General Plan EIR concluded that with policies set forth in the General Plan, wastewater treatment and solid waste disposal impacts would be less than significant. General Plan policies 8-P-9 through 8-P-17 relate to the provision of recycled water to reduce potable water demand, maintain the capacity of the water recycling facility, and comply with the current Statewide General Waste Discharge Requirements. General Plan policies 4-P-21 and 4-P-22 relate to reducing solid waste generation and increasing recycling. As provided above in Section 4.8 Greenhouse Gas Emissions, General Plan Policy 2-P-122 requires preparation of a Construction Phase Recycling Plan to address recycling of major waste generated by demolition and construction activities.

In 2021, the City updated the UWMP, to include a baseline and target demand analysis, a water service reliability and drought risk assessment, projected urban water use to 2045, and a description of programs to achieve the target demand reductions in the UWMP. Instream flow requirements have also been established to protect fish and wildlife species and recreation.⁹ Based on regional water supply availability

9 State Water Resources Control Board: Decision No. 1610, <http://www.waterboards.ca.gov/waterrights>.

and use, the UWMP expects to be able to increase annual water deliveries to Petaluma from approximately 9,487 acre-feet (AF) in 2020 to 12,117 AF by 2045. In 2020, the City’s average per capita water usage rate was 102 gallons per capita per day (GPCD). As presented in the City’s UWMP the SB X7-7 GPCD target for the City of Petaluma, was 141 for the year 2020. The results of that comparison find that potable water demand is well within the available Sonoma Water supply, both for this Project, and for cumulative demand through 2045 as set forth in the 2021 UWMP.

The Project will marginally increase demands for water supplies, wastewater treatment, and solid waste disposal. The project site is located within the City’s UGB and is currently well served by existing utilities and service systems. New service connections will be required to connect the Project to existing utility lines that are located within the public right-of-way along Petaluma Boulevard North and Payran Street. The extension and connection of water and wastewater services to the project will not require infrastructure improvements or enhancements beyond what was identified in the General Plan. The Project will be required to comply with the City’s Water Conservation Ordinance for interior and exterior water usage. Water demand onsite will be limited through efficient irrigation of the landscaping and water efficient fixtures indoors, consistent with requirements established by the CALGreen Building Code.

The City is currently under contract with Recology for solid waste disposal and recycling services. This company provides canisters for garbage, green (plant waste) materials (compost), and recycling. Solid waste is collected and transferred to the Sonoma County landfill sites. Solid waste disposal facilities are owned and operated by the Sonoma County Department of Transportation and Public Works and the City maintains a franchise solid waste hauling agreement requiring the franchise hauler as part of its contractual obligations to select properly permitted Approved Disposal Location(s) with adequate capacity to serve city service needs. The Project would be supplied with the same solid waste and recycling opportunities through the County’s existing waste management system via the City’s solid waste service provider. Although the Project would generate additional solid waste, it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, and local statutes and regulations related to solid waste. The Project is required to comply with CALGreen Section 4.410.2 with regard to accessibility of recycling non-hazardous materials and will be required to coordinate with Recology to provide pre-sorting for recyclable materials and green waste and ensure that trash enclosures are adequately sized. Therefore, impacts related to the generation and disposal of solid waste would not exceed those analyzed in the General Plan EIR.

As set forth below in Section 6 Environmental Conditions Approval, the Project would be compliant with City standards for water use efficiency and would include preparation of a Construction Site Waste Management Plan, onsite recycling facilities, and strategic waste diversion. As the proposed project is within the scope of development projected under the General Plan there would be no additional impacts to utilities and service systems beyond those analyzed in the General Plan EIR.

4.20. WILDFIRE

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sources: City of Petaluma General Plan and EIR; City of Petaluma Local Hazard Mitigation Plan, prepared by Wood Environment and Infrastructure Solutions, Inc., November 2020; and CalFire Sonoma County.			

In October 2017, the Tubbs Fire (Central LNU Complex) burned approximately 36,807 acres in Sonoma County. Residents were exposed to direct effects of the wildfire, such as the loss of structures, and to the secondary effects of the wildfire, such as smoke and air pollution. Smoke generated by wildfire consists of visible and invisible emissions that contain particulate matter (soot, tar, water vapor, and minerals) and gases (carbon monoxide, carbon dioxide, nitrogen oxides). Public health impacts associated with wildfire include difficulty in breathing, odor, and reduced visibility.

Petaluma is susceptible to wildland fires due to the steep topography, abundant fuel load, and climatic conditions, particularly along the edges of the City. The areas within Petaluma that are most susceptible to fire hazards are located near the wildland urban interface at the City margins. Lands surrounding the City of Petaluma that are within the State Responsibility Area are classified as moderate fire hazard severity zone to the west and south of the City and high and moderate to the east and north. Land within City limits is classified as non-Very High Fire Hazard Severity Zone (VHFHSZ) in local, state, or federal responsibility areas.

The California Department of Forestry and Fire Protection (CAL FIRE) produce Fire Hazard Severity Zone Maps that indicate Petaluma is susceptible to wildland fires in moderate- and high-risk zones, particularly along the northern, eastern, and southern edges of the City, as well as pockets of moderate-risk within the City near the Highway 101 corridor approximately 1.5 miles from the City Core.

The project site is located within a developed area and is surrounded by roadways and urban uses. There are no additional factors, such as steep slopes, prevailing winds, or the installation or maintenance of new infrastructure that would exacerbate fire risk or expose Project occupants to the uncontrolled spread of a wildfire, pollutant concentrations from a wildfire, post-fire slope instability, or post-fire flooding. CAL FIRE categorizes the site and surrounding land uses as non-very high fire hazard severity zone (VHFHZ). Furthermore, due to the Project's limited number of future residents, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Additionally, the proposed building will be constructed according to the latest California Building Code, which contains standards for building materials, systems, and assemblies used in the exterior design and construction of new buildings that are fire resistant. As the Project is not closer than one mile from a state responsibility area, is not within an area that is classified as a very high fire hazard severity zone, and does not propose changes that would affect these factors, there would be no additional impacts of the Project associated with wildfire risks beyond those analyzed in the General Plan EIR.

4.21. MANDATORY FINDINGS OF SIGNIFICANCE

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

Would the Project:	New Significant Impact	Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR	Equal or Less Severity of Impact than Previously Identified in GP EIR
a) Have the potential to 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, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Petaluma General Plan and EIR.

The Project does not have the potential to substantially reduce the habitat for wildlife species as the site is surrounded by urban uses. The Project is consistent with the General Plan and supports the goals, policies, and programs outlined therein.

The Project is consistent with the surrounding land uses and implements the intent of the UGB through the redevelopment of an underutilized parcel in the existing urbanized area (General Plan Policy 1-P-2). Public utility and service providers are capable of serving the Project with existing and planned facilities. The Project will contribute to cumulative impacts identified in the City’s General Plan EIR but will not result in any new or more severe cumulative impacts not previously considered.

Consistent with the policies and programs of the General Plan and the mitigation measures set forth in the General Plan EIR, the Project is subject to conditions of approval relating to air quality, cultural/tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services and recreation, and public utilities. As the proposed project is within the scope of development projected under the General Plan, there would be no new or more severe impacts beyond those analyzed in the General Plan EIR.

5. REFERENCE DOCUMENTS

The following reference documents are hereby incorporated by reference and are available for review during normal business hours at the City of Petaluma, 11 English Street, in the Community Development Department.

1. *2008 Energy Action Plan Update*, prepared by the California Energy Commission, https://www.cpuc.ca.gov/-/media/cpuc-website/files/uploadedfiles/cpuc_public_website/content/utilities_and_industries/energy_-_electricity_and_natural_gas/2008-energy-action-plan-update.pdf, accessed January, 2022.
2. *2011 Energy Efficiency Strategic Plan*, prepared by the California Energy Commission, <https://www.cpuc.ca.gov/-/media/cpuc-website/files/legacyfiles/c/5303-caenergyefficiencystrategicplan-jan2011.pdf>, accessed January 2022.
3. *2015-2023 City of Petaluma Housing Element*, revised November 19, 2018.
4. *2019 California Green Building Standards Code (CALGreen)*, Effective January 1, 2020.
5. *890 Petaluma Boulevard North Co-Op Project Plans: Site Plan and Architectural Review Submittal*, prepared by ZGF Architects, LLP, dated October 14, 2021; *Civil Project Plans*, prepared by Summit Engineering, dated October 2021; *890 Petaluma Boulevard North Co-Op Project Plans: Planning Commission Submittal*, prepared by ZGF Architects, LLP, dated March 2022;
6. *Air Quality Management Memorandum*, prepared by Earthtone Construction, dated August 2, 2021.
7. *BAAQMD 2017 Bay Area Clean Air Plan*, prepared by the Bay Area Air Quality Management District, April 2017, https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en.
8. *California Department of Conservation Farmland Mapping and Monitoring Program*, <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Sonoma.aspx>, accessed January 2022.
9. *California Environmental Quality Act Air Quality Guidelines*, prepared by the Bay Area Air Quality Management Quality District, May 2017, https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.
10. *California Scenic Highway Mapping System*, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed January 2022.
11. *City of Petaluma 2020 Urban Water Management Plan*, prepared by West Yost Associates, June 2021 <https://cityofpetaluma.org/documents/2020-urban-water-management-plan-2/>.
12. *City of Petaluma Local Hazard Mitigation Plan*, prepared by Wood Environment and Infrastructure Solutions, Inc., November 2020.
13. *City of Petaluma Senate Bill 743 Vehicle Miles Traveled Implementation Guidelines*, prepared by Fehr & Peers, July 2021, <https://cityofpetaluma.org/documents/vmt-implementation-guidelines-sb-743/>.
14. *City of Petaluma, General Plan 2025 DEIR*, <https://docs.google.com/viewerng/viewer?url=https://storage.googleapis.com/proudcity/petalumaca/uploads/2019/12/DEIR-General-Plan.pdf>.
15. *City of Petaluma, General Plan 2025*, <https://docs.google.com/viewerng/viewer?url=https://storage.googleapis.com/proudcity/petalumaca/uploads/2019/05/General-Plan-2025.pdf>.
16. *Climate Action 2020 and Beyond: Sonoma County Regional Climate Action Plan*, Prepared by Sonoma County Regional Climate Protection Authority, July 2016, https://rcpa.ca.gov/wp-content/uploads/2016/07/CA2020_Plan_7-7-16_web.pdf.
17. *Climate Emergency Framework*, prepared by the City of Petaluma, January 11, 2021.
18. *Environmental Assessment Technical Memorandum*, prepared by Baseline Environmental Consulting, August 30, 2021.

19. *Geotechnical Investigation Report*, prepared by Miller Pacific Engineering Group, September 17, 2020.
20. *Preliminary Stormwater Control Plan*, prepared by Summit Engineering, May 14, 2021.
21. *San Francisco Bay Regional Water Quality Control Board (RWQCB), Case #: 49-0033, and Sonoma County Local Oversight Program (LOP) Case #: 00002241 Case Closure Letter*, issued by Sonoma County Environmental Health Division, August 2, 2006.
22. *Sonoma County Airport Master Plan*, prepared by Mead and Hunt, July 2011.
23. *Sonoma County Comprehensive Airport Land Use Plan*, 2001.
24. *Technical Advisory on Evaluating Transportation Impact in CEQA*, prepared by the California Office of Planning and Research, December 2018, https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
25. *Transportation and Construction Vibration Guidance Manual*, prepared by Caltrans, April 2020, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.

6. ENVIRONMENTAL CONDITIONS OF APPROVAL

The following conditions of approval have been identified through this analysis and ensure implementation of applicable mitigation measures and policies set forth in the General Plan and its EIR and include standard conditions of approval imposed on development projects and uniformly applied development standards.

Air Quality

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

Cultural/Tribal Cultural Resources

2. If during the course of ground disturbing activities, including, but not limited to excavation, grading and construction, a potentially significant prehistoric or historic resource is encountered, the Federated Indians of Graton Rancheria shall be notified and all work within a 100-foot radius of the find shall be suspended for a time deemed sufficient for a qualified and city-approved cultural resource specialist to adequately evaluate and determine significance of the discovered resource and provide treatment recommendations. Should a significant archeological resource be identified, a qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities. Prehistoric archaeological site indicators include obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire affected stones. Historic period site indicators generally include fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).
3. In the event human remains are uncovered during earthmoving activities, all construction excavation activities shall be suspended in the immediate vicinity of where the human remains are located, and the following shall apply:
 - a) The Sonoma County Coroner shall be contacted to determine that no investigation of the cause of death is required.
 - b) If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.
 - c) The applicant shall retain a City-approved qualified archaeologist to provide adequate inspection, recommendations and retrieval, if appropriate.
 - d) It shall be the responsibility of the Native American Heritage Commission, rather than the applicant or the City, to identify the person or persons it believes to be the most likely

- descended from the deceased Native American, and to contact such descendant in accordance with state law.
- e) The applicant shall be responsible for discussing and conferring with Native American descendants all reasonable options regarding the descendants' preferences for treatment, as provided in Public Resources Code Section 5097.98(b), and for carrying out all obligations of the applicant as provided at Public Resources Code Section 5097.98.
4. In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt in the immediate vicinity of where the resources are located, and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.

Geology and Soils

5. As determined by the City Engineer and/or Chief Building Official, all recommendations outlined in the September 2020 Geotechnical Investigation prepared by Miller Pacific Engineering Group, including but not limited to, site preparation and grading/excavation, seismic design, and foundations system design are herein incorporated by reference and shall be adhered to ensure that appropriate construction measures are implemented. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the Project. Nothing in this condition shall preclude the City Engineer and/or Chief Building Official from requiring additional information to determine compliance with applicable standards. The geotechnical engineer shall inspect the construction work and shall certify to the City, prior to issuance of a certificate of occupancy, that the improvements have been constructed in accordance with the geotechnical specifications.

Hazards and Hazardous Materials

6. A Soil and Groundwater Management Plan (SGMP) shall be prepared to outline soil and groundwater management protocols that would be implemented during redevelopment of the Site to ensure that construction workers, the public, future Site occupants, and the environment would not be exposed to hazardous materials that may be present in the subsurface of the Site. The SGMP shall describe health and safety requirements for construction workers that may handle contaminated soils and should include procedures to be followed if contaminated (e.g., stained, oily, or odorous) soil or groundwater is encountered during construction. These procedures shall include notification requirements; inspection and sampling of contaminated soil or groundwater by a qualified environmental professional; guidelines for dust/vapor/odor control and air monitoring during excavation if contamination is encountered; guidelines for groundwater dewatering, treatment, and disposal to ensure compliance with applicable regulations/permit requirements; and guidelines for the segregation of contaminated soil, stockpile management, characterization of soil for off-Site disposal or on-Site reuse, and importing of clean fill material. The SGMP shall be submitted to the City of Petaluma for review and approval prior to the City issuing demolition or grading permits for the Site.

Hydrology and Water Quality

7. Prior to issuance of a grading permit, the applicant shall file a Notice of Intent with the RWQCB and demonstrate compliance with the Statewide General Permit for Construction Activities.
8. Prior to issuance of a building permit, the applicant shall prepare a design-level Stormwater Mitigation Plan that provides calculation and documentation that the storm drain system has adequate capacity to serve the Project. The storm drain system shall be reviewed and approved by the City Engineer and Sonoma Water.
9. In accordance with the National Pollution Discharge Elimination System (NPDES) regulations, the applicant shall prepare and implement a project-specific Stormwater Pollution Prevention Plan, including an erosion control plan, for grading and construction activities. The SWPPP shall address erosion and sediment control during all phases of construction, storage and use of fuels, and use and clean-up of fuels and hazardous materials. The SWPPP shall designate locations where fueling, cleaning and maintenance of equipment can occur and shall ensure that protections are in place to preclude materials from entering into storm drains or the Petaluma River. The contractor shall maintain materials onsite during construction for containments and clean-up of any spills. The applicant shall provide approval documentation from the RWQCB to the City verifying compliance with NPDES.
10. The applicant shall prepare and implement an erosion control plan for all grading activities. The plan shall be reviewed and approved by the City of Petaluma prior to issuance of grading permits. The erosion control plan shall include limiting areas of disturbance, designating restricted-entry zones,

diverting runoff away from disturbed areas, inlet/outlet protection at nearby drains, and provisions for revegetation and mulching. The erosion control plan shall prescribe treatment to trap sediment, such as inlet protection, straw bale barriers, straw mulching, and straw wattles.

Noise

11. Construction activities shall comply with the following and all shall be noted on construction documents:
 - a) Construction Hours/Scheduling: The following are required to implement the allowed hours of construction by the Petaluma Implementing Zoning Ordinance:
 - i. Construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 10:00 p.m. Monday through Friday and between 9:00 a.m. to 10:00 p.m. on Saturdays, and State, Federal, and local holidays. Construction activities shall not occur on Sundays.
 - ii. Delivery of materials or equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified above.
 - b) Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
 - c) Idling Prohibitions: All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines is prohibited.
 - d) Quiet Equipment Selection: Select quiet construction equipment, particularly air compressors, whenever possible. Motorized equipment shall be outfitted with proper mufflers in good working order.
 - e) Equipment Location and Shielding: All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from the adjacent homes. Acoustically shield such equipment when it must be located near adjacent residences.
 - f) Staging and Equipment Storage: The equipment storage location shall be sited as far as possible from nearby sensitive receptors. Generators: No generators shall be utilized during nighttime hours (i.e., sunrise to sunset) to power equipment (e.g., security surveillance) when normal construction activities have ceased for the day. All such equipment should be powered through temporary electrical service lines.
 - g) Noise Disturbance Coordinator: Developer shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. This individual would most likely be the contractor or a contractor's representative. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require reasonable implementation measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors, within a 500-foot radius of the site, regarding the construction schedule.

Public Services and Recreation

12. The Project is subject to payment of park land acquisition fees and the City's Facilities Development Impact Fee per the amounts adopted by resolution, and updated annually, and per the payment schedule adopted by resolution.

Public Utilities

13. The City of Petaluma Public Works and Utilities, Environmental Services Division's standard conditions of approval regarding water conservation, irrigation, and water use efficiency shall be implemented.
14. A Construction Waste Management Plan shall be prepared and implemented during all stages of construction to address the disposal, recycling, and reuse of major waste materials from demolition and construction activities. The Construction Waste Management Plan will be reviewed upon submittal of a building permit and shall meet the minimum requirements of the CALGreen code for residential and commercial development.
15. In accordance with CALGreen Section 4.410.2 onsite recycling shall be provided in readily accessible areas for the depositing, storage and collection of non-hazardous materials including at a minimum paper, cardboard, glass, plastics, organic waste, and metals.
16. The applicant shall coordinate with Recology to appropriately size trash enclosures and ensure that maximum waste stream diversion occurs by providing onsite pre-sorting for recyclables and green waste for compostable and organic material.