

2.0 SUMMARY OF IMPACTS

IN THIS SECTION:

- 2.1 Project Summary
- 2.2 Areas of Concern
- 2.3 Summary of Alternatives
- 2.4 Summary of Impacts
& Mitigation Measures

This summary provides a brief description of the proposed project, known areas of concern, project alternatives, and all potentially significant impacts identified during the course of this environmental analysis. This summary is intended as an overview and should be used in conjunction with a thorough reading of the EIR. The text of this report, including figures, tables and appendices, serves as the basis for this summary.

2.1 PROJECT SUMMARY

The proposed project consists of a mixed-use development on an existing 35.7-acre project site. Approximately 19 acres will be developed with a mix of residential, commercial and office uses, with approximately 13 acres for right-of-way dedication and approximately 3.7 acres for civic spaces. The project would allow for future development of 273 residential units, 60,000 square feet of office space and 30,000 square feet of commercial space, a 120-room hotel, and a parcel dedicated to the City for the future development of a community boathouse adjacent to the Petaluma River. The project also includes an emergency access route and a 3.5-acre riverfront park. The City is processing a rezoning based on the existing SmartCode, a Tentative Subdivision Map to create 144 lots and four parcels and a Master Site Plan and Architectural Review for the entire project site. One parcel is for the community boathouse that will be constructed at a later date. The project will be developed in phases and each phase will require individual phase-specific Site Plan and Architectural Review (SPAR) approval in the future. The above activities are collectively referred to as the “project”. A full description of the project is presented in the PROJECT DESCRIPTION (CHAPTER 3.0) section of this document. This EIR has been prepared for the Community Development Department of the City of Petaluma (City). The City is the lead agency for the project.

2.2 AREAS OF CONCERN

The City of Petaluma, as the Lead Agency, has identified areas of concern based on preparation of the Initial Study and Notice of Preparation (NOP), which are included in Appendices A and B, respectively. In response to the NOP, letters of comment were received from the California Department of Fish and Wildlife (CDFW), the California Department of

Transportation (Caltrans), and the California State Lands Commission. The letters are included in Appendix B, and comments generally identified agency responsibilities and regulatory authority, as well as comments regarding impacts to biological resources, clarification on cumulative traffic scenarios, impacts to highway on-ramps and public trust lands under the jurisdiction of the State Lands Commission. Other comments raised during the public review for the Initial Study/Mitigated Negative Declaration, prior to preparation of this EIR, included concerns regarding: fill of wetlands, post-construction stormwater management, safety issues associated with the rail crossing, hazardous materials in soil and groundwater, geologic hazards, floodway impacts, and the potential for greenhouse gas emissions to exceed established thresholds.

2.3 SUMMARY OF ALTERNATIVES

CEQA Guidelines require that an EIR describe and evaluate alternatives to the project that could eliminate significant adverse project impacts or reduce them to a less-than-significant level. The following alternatives are evaluated in the CEQA CONSIDERATIONS (Chapter 5.0) section of this EIR:

- Alternative 1 – No Project Alternative
- Alternative 2 – Modified Subdivision Layout
- Alternative 3 – Reduced Project Size

Table 5-1 in the “Project Alternatives” section of Chapter 5.0 presents a comparison of project impacts between the proposed project and the alternatives. Alternative 1 – No Project Alternative, would eliminate the identified significant impacts, but would not attain any of the project objectives. Nearly half the identified significant impacts would result during construction and can be mitigated under any alternative, as well as the proposed project. Of the alternatives analyzed, Alternatives 3 – “Reduced Project Size”, is considered the environmentally superior alternative of the alternatives reviewed. Alternative 3 would substantially reduce the significant impact to jurisdictional wetlands and would result in some reduction in the severity of other significant impacts. It would meet most project objectives, except it would only partially meet objectives related to employment and promoting a pedestrian-oriented development as the active park would not be able to be developed under either Alternatives 2 or 3.

2.4 SUMMARY OF IMPACTS & MITIGATION

All impacts identified in the subsequent environmental analysis are summarized in this section. This summary groups impacts together, beginning with significant unavoidable impacts, followed by significant impacts that can be mitigated, followed by impacts not found to be significant.

SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts were identified as a result of the impact analyses.

SIGNIFICANT IMPACTS

The following impacts were found to be potentially significant, but could be reduced to a less-than-significant level with implementation of identified mitigation measures.

Air Quality and Greenhouse Gas Emissions

Impact 4.1-1 – Criteria Pollutant Emissions: The project would result in emissions during construction and from vehicles once development is complete, which would not be considered significant except for generation of fugitive dust during construction. This is considered a *potentially significant* impact.

Mitigation Measures. Implementation of Mitigation Measures AIR-1 and AIR-2 below will mitigate construction-related PM₁₀ and PM_{2.5} emissions to a less-than-significant level.

MITIGATION AIR-1: Require implementation of the following measures during construction:

- ▶ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or to maintain a minimum soil moisture of 12%.
- ▶ All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- ▶ The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- ▶ All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- ▶ All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- ▶ All visible mud or dirt tracked-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 shall be prohibited.
- ▶ All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- ▶ Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.

- ▶ All paving shall be completed as soon as possible after pipeline replacement work is finished.
- ▶ Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- ▶ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes (California airborne toxics control measure Title 13, section 2485 of California Code of Regulations (CCR) establishes a maximum idling time of 5 minutes). Clear signage shall be provided for construction workers at all access points.
- ▶ All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- ▶ Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
- ▶ Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- ▶ Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).

MITIGATION AIR-2: Include the following measures as part of the construction specifications (General Plan Policy 4-P-16):

- ▶ Maintain construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction;
- ▶ Use alternative fuel construction equipment if available (i.e., compressed natural gas, liquid petroleum gas);
- ▶ Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x and PM through the use of add-on control devices such as diesel oxidation catalysts or particulate filters; and
- ▶ Require all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.

Impact 4.1-2b – Expose Sensitive Receptors to Pollutants During Construction: Sensitive onsite receptors could be exposed to substantial temporary concentrations of pollutant concentrations during construction due to diesel equipment exhaust.

Mitigation Measures. Implementation of Mitigation Measures AIR-3 will reduce the impact to a less-than-significant level.

AIR-3: Require that construction activities implement the following measures at the project sites to reduce construction equipment exhaust when building construction activities occur within 200 feet of residences. The contractor shall develop and the City shall approve a plan demonstrating that the off-road equipment (more than 50 horsepower and on site for more than 2 consecutive workdays) to be used in project construction (i.e., owned, leased, and subcontractor vehicles) would achieve an additional 60 percent reduction in exhaust particulate matter emissions, compared to similar equipment based on CARB statewide average emissions. Based on the CalEEMod modeling, a feasible method to achieve this objective would be the following:

- a. All diesel-powered construction equipment more than 50 horsepower used on-site during all construction phases for more than two days consecutively shall meet or exceed U.S. EPA Tier 2 standards for particulate matter emissions or substituted with alternatively fueled equipment (e.g., LPG fuel).
- b. Prohibit use of diesel-powered generators for more than two days when line power is available.
- c. All non-mobile construction equipment shall be alternatively fueled or meet U.S. EPA Tier 2 standards for particulate matter emissions

Impact 4.1-3 – *Objectionable Odors.* Future construction and development of the site, resulting from the proposed project, will not result in the generation of objectionable odors in substantial concentrations. However, occupancy of the project site has the potential to expose new residents to objectionable odors.

Mitigation Measures. Implementation of Mitigation Measure AIR-4 below will reduce exposure of future residents to objectionable odors emitting from the PIP Station to a less-than-significant level.

AIR-4: Provide reimbursement to the City for the design and construction of the Primary Influent Pump Station mechanical odor control unit. The odor control unit shall meet current design criteria and be equivalent to the units installed at recent pump station upgrades within the City.

Biological Resources

Impact 4.2-1 - *Wetlands.* The proposed project would result in fill of 0.24 acres of onsite wetlands, most of which are jurisdictional wetlands. Although, the fill will not result in significant impacts to special status species or habitat value, due to the fact wetlands are considered sensitive habitats, this is a potentially significant impact.

Mitigation Measures. Implementation of Mitigation Measures BIO-1 and BIO-2 below will reduce the project impacts to wetlands to a less-than-significant level.

BIO-1: To mitigate for the impacts to 0.24 acres of seasonal wetland habitat, the developer shall consult with agencies to identify feasibility of creating onsite mitigation areas through remediation within the Riverfront park area. If onsite mitigation is determined to be infeasible then, credits shall be purchased from an approved mitigation bank at a ratio of one acre for every one acre impacted, or as otherwise directed by the regulatory agencies. Due to general low-quality of the existing wetland habitat (e.g. presence of non-native species, disturbed soils) within the project site, a mitigation ratio of one acre mitigated for each acre impacted is recommended by the biologist. Prior to issuance of grading permit, proof of purchase of mitigation bank credit or verification of onsite wetland remediation to offset losses shall be submitted to the City and U.S. Army Corps of Engineers.

According to information provided by the project biologist, the Burdell wetland mitigation bank, located just south of Petaluma, has mitigation bank credits available.

BIO-2: Develop final Riverfront Park design that avoids and protects wetlands. The design shall also investigate the feasibility of creating wetland habitat as part of the proposed Riverfront Park, which could serve to offset losses in lieu of purchasing credits (See BIO-1). Implement standard best management practices (BMP) to protect wetland areas during and after construction of the Riverfront Park to include, but not be limited to installation of protective staking and silt fencing to prevent inadvertent intrusion by equipment during construction.

Impact 4.2-2 – *Special Status Species.* Site preparation could result in direct impacts to nesting bird species, if they are present, including potential special status bird species.

Mitigation Measures. Implementation of Mitigation Measure BIO-3 below will reduce the potential impacts to nesting birds, including special status species to a less-than-significant level.

BIO-3: Conduct vegetation removal within areas to be developed between September 1 and January 30, outside of the general breeding bird season. If this is completed, no further mitigation is required. Otherwise, if vegetation removal or modification occurs between February 1 and June 15, require pre-construction nesting surveys within 14 days prior to such activities to determine the presence and location of nesting bird species. If vegetation removal or modification occurs between June 16 and August 31, pre-construction surveys shall be performed within 30 days prior to such activities. If active nests are present, establish temporary protective breeding season buffers to avoid direct or indirect mortality of these birds, nests or young. The appropriate buffer distance is dependent on the species, surrounding vegetation and topography and shall be determined by a qualified biologist as appropriate to prevent nest abandonment and direct mortality during construction.

Cultural Resources

Impact 4.3-1 - *Discovery of Archaeological Resource*: The project has the potential to disrupt previously undiscovered archeological resource.

Mitigation Measures. Implementation of Mitigation Measure CUL-1 below will reduce the project impact to unknown archeological resources that may be discovered during construction to a less-than-significant level.

CUL-1: 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, 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.

Impact 4.3-2 – *Disturb Human Remains*: The project could disturb undiscovered human remains, including those interred outside of formal cemeteries.

Mitigation Measures. Implementation of Mitigation Measure CUL-2 will reduce any potential impacts to buried human remains to a less-than-significant level.

CUL-2: In the event that human remains are discovered, all work shall be suspended and the Sonoma County Coroner shall be contacted in accordance with provisions of the California Public Resources Code section 5097.98-99 and the Native American Heritage Commission shall be notified in accordance with the provisions of Public Resources Code 5097, so that the “Most Likely Descendant” can be designated.

Geology and Soils

Impact 4.4-1 – *Exposure to Seismic Hazards*: Future project structures, residents and occupants at the site would be subject to strong seismic shaking and liquefaction hazards.

Mitigation Measures. Compliance with the California Building Code regulations and implementation of Mitigation Measure GEO-1 below will reduce the impact of exposure to seismic and geologic hazards to a less-than-significant level.

GEO-1: Require implementation of all recommendations as set forth in the geotechnical investigations and updates prepared for the subject property by Miller Pacific Engineering Group (dated March 2006, July 2009, August 2011, January 2013, December

2013), including but not limited to recommendations for site and soil preparation, foundation designs, drainage and installation of utilities. Buildings shall require the following: a) structural foundation systems, such as mat slabs or rigid interconnected grade beams, able to resist the anticipated strong ground shaking and potential for differential movement caused by liquefaction and/or consolidation of the bay mud, b) soil improvement, c) deep foundation systems, or d) other engineering techniques as recommended in additional geotechnical investigations of liquefaction hazards. All structures shall meet the California Building Code regulations and design requirements for seismic safety.

Impact 4.4-2 – Soil Settlement. Future structures at the project site would be subject to soil settlement with potential damage to structures and utilities.

Mitigation Measures. Implementation of recommendations in project geotechnical reports as set forth in the Mitigation Measure GEO-1 above and Mitigation Measures GEO-2 and GEO-3 below will reduce the impact of exposure to geotechnical hazards to a less-than-significant level. Additionally, geotechnical investigations will be required for each development phase in accordance with requirements of the California Building Code and City policies and requirements

GEO-2: Implement the recommendations of the project geotechnical investigations and updates prepared for the subject property by Miller Pacific Engineering Group (dated March 2006, July 2009, August 2011, January 2013, December 2013),, except as modified based on site-specific refinements. Settlement mitigation measures shall include use of structural foundation systems (such as mat slabs or rigid interconnected grade beams) for residential structures, which can withstand the potential total and differential settlements in accordance with recommendations of the geotechnical investigations and deep foundations (driven piles or drilled piers) for heavier structures planned in the northern portion of the site. Ground improvement, such as with the use of Rammed Aggregate Piers (RAP), may also be appropriate at certain locations within the site.

GEO-3: The Geotechnical Reports prepared by Miller Pacific Engineering shall be subject to third party peer review in order to verify that recommended measures to address differential settlement of bay mud associated with thicker fills up to ten feet near the Future Caulfield Lane Bridge are adequate to accommodate potential settlement. The applicant shall be responsible for the cost of the peer review and the City's Public Works Department shall coordinate the scope of service and approve findings of the peer review prior to the issuance of grading permits.

Impact 4.4-3 – *Expansive Soils*: Future structures at the project site would be subject to expansive soils with potential damage to structures and utilities.

Mitigation Measures. Compliance with the California Building Code regulations and implementation of the Mitigation Measure GEO-1 in the preceding impact discussion will reduce the impact of potential structural damage due to expansive soils to a less-than-significant level.

Impact 4.4-4 – *Erosion*: Grading at the project site could result in inadvertent erosion or soil transport into the Petaluma River.

Mitigation Measures. Implementation of Mitigation Measures HYDRO-2, HYDRO-3 and HYDRO-4 in the HYDROLOGY & WATER QUALITY (Chapter 4.6) section of this EIR will reduce the impact of potential erosion to a less-than-significant level.

Hazards and Hazardous Materials

Impact 4.5-2 – *Exposure to Soil-Water Contamination*: The potential reuse of onsite stockpiled soils or discovery of unknown hazardous materials during construction could pose a hazard to workers during construction.

Mitigation Measures. Implementation of Mitigation Measures HAZMAT-1 and HAZMAT-2 below, in accordance with recommendations of environmental site assessments, will ensure no exposure to hazardous materials will occur during construction, and mitigate potential impacts to a less-than-significant level.

HAZMAT-1: Require that the quality of the stockpiled soils be reaffirmed / tested prior to use for onsite fill, which shall be done following the Clean Imported Fill Material Information Advisory prepared by the DTSC (DTSC 2001) in accordance with the recommendation set forth in the 2013 Iris Environmental Phase I Environmental Site Assessment.

HAZMAT-2: Prepare and implement a Risk Management Plan (RMP) that provides the procedures to properly manage site groundwater that may be encountered during construction activities. The plan shall address procedures for discovery of any unknown features or environmental conditions that may be encountered during activities that will disturb site soils.

The RMP shall include, but not be limited to the following components as set forth in the 2013 Phase I Environmental Site Assessment report:

- Soil management: Provide guidelines for identification and analysis of unknown environmental conditions and define responsibilities for management of discovery of unknown features or site conditions.
- Groundwater management: Prohibit use of groundwater encountered during construction activities for dust control and allow discharge of groundwater to surface waters only pursuant to a permit issued from applicable regulatory agencies. All permit conditions must be satisfied prior to discharge.
- Preparation and implementation of a site-specific Environmental Health and Safety Plan by the general contractor to ensure that appropriate worker health and safety measures are in place during redevelopment activities. Elements of the plan must include all practices and procedures necessary to comply with all new and existing Federal, California, and local statutes, ordinances, or regulations regarding health and safety. Specific components of the EHASP must include the following: identification of site hazards; assignment of specific health and safety responsibilities for site work; establishment of appropriate general work practices; establishment of control zones and decontamination procedures; job hazard analysis / hazard mitigation procedures; air monitoring; required personal protective and related safety equipment; and contingency and emergency information.

Hydrology and Water Quality

Impact 4.6-1 – Stormwater Drainage. Buildout of the project site would result in a significant increase in stormwater runoff that would ultimately discharge into the Petaluma River, and which would result in potentially significant impacts if storm drains are not properly sized.

Mitigation Measures. Implementation of Mitigation Measure HYDRO-1 below will insure adequate storm drainage system design and reduce potential stormwater drainage impacts to a less-than-significant level. Payment of the City's Storm Drainage Impact Fee also will be required.

HYDRO-1: Prepare final drainage plan as part of the Subdivision Improvement Plans that provide calculations and documentation that the site storm drain system and discharge culverts have adequate capacity to serve the project and watershed area at full buildout. The storm drain system design shall be reviewed and approved by the Sonoma County Water Agency.

Impact 4.6-2 – Water Quality & Stormwater Discharge: Grading activities and future runoff from the developed project site could result in non-point and point source pollution into the Petaluma River, if not properly controlled. This is a potentially significant impact since the river is listed as impaired for nutrients, pathogens and sediment.

Mitigation Measures. Implementation of Mitigation Measures HYDRO-2 through HYDRO-5 below, in accordance with City regulations, will reduce potential water quality impacts to a less-than-significant level. Grading and construction of site improvements, as well as development of each development phase, would require approval of a grading permit with an erosion control plan. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Petaluma’s Subdivision Ordinance (#1046, Title 20, Chapter 20.04 of the Petaluma Municipal Code). An erosion and sediment control plan will be required for the subdivision grading plans. The proposed subdivision grading and subsequent development phases that are over one acre in size will be required to prepare a SWPPP in accordance with City and State regulations, and all future development will be subject to City grading and erosion control regulations.

HYDRO-2: In accordance with National Pollution Discharge Elimination System (NPDES) regulations, the developer shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for grading and construction of subdivision improvements. The SWPPP shall also include provisions for the offsite Riverfront Park. All subsequent development phases over one acre in size shall prepare and implement a SWPPP. The SWPPP shall address erosion and sedimentation controls during all phases of construction, storage and use of fuels, and use and clean-up of fuels and hazardous materials. The SWPPP shall prohibit fueling, cleaning, or maintenance of equipment except in designated areas located as far from the river as possible. As a precaution, require contractor to maintain adequate materials onsite for containment and clean-up of any spills. The developer shall provide approval documentation from the RWQCB to the City verifying compliance with NPDES requirements. Acceptable proof of compliance is the Notice of Intent with a WDID number or other equivalent documentation.

HYDRO-3: The applicant shall prepare and implement an erosion control plan for the subdivision grading and each subsequent development phase site plan. The plan shall be reviewed and approved by the City of Petaluma prior to issuance of a grading permit for the proposed development. The erosion control plan shall include phasing of grading, limiting areas of disturbance, designation of restricted-entry zones, diversion of runoff away from disturbed areas, protective measures for sensitive areas, outlet protection and provision for revegetation or mulching. The plan shall also prescribe treatment measures to trap sediment, such as inlet protection, straw bale barriers, straw mulching, straw wattles, silt fencing, check dams, terracing, and siltation or sediment ponds. Catchment and settlement ponds will be constructed to

contain silt being deposited at temporary outlets. Temporary outlets will be rocked with silt control. Fiber rolls, silt fences and fiber mats will be installed on all slopes.

HYDRO-4: The applicant shall prepare and implement an erosion control plan for construction of the offsite trail and improvements for the Riverfront Park, including, but not limited to: installing hay bales or appropriate temporary silt fencing adjacent to the perimeter of the work area to prevent inadvertent transport of sediments into the Petaluma River; limiting ground disturbance and vegetation removal during construction; conducting work prior to the rainy season; protecting disturbed areas during the rainy season; and immediately revegetating disturbed areas.

HYDRO-5: Subsequent development phases over one acre in size shall submit plans and detailed calculations to show that requirements for post-construction runoff treatment have been met in accordance with the City's stormwater management regulations.

Noise

Impact 4.7-1 – *Elevated Noise Exposure:* The project could expose people to noise levels that exceed the Petaluma General Plan 2025 Land Use-Noise Compatibility Standards and City regulations.

Mitigation Measures. Implementation of mitigation measure NOISE-1 below will reduce the project impact related to exposure to noise levels to a less-than-significant level.

NOISE-1: Pursuant to General Plan Policy 10-P-3C, the CPSP EIR Mitigation Measure 10-1, and the State Building Code, a detailed acoustical report shall be prepared by a qualified acoustical specialist as part of design phase to determine the noise control treatments for the residential buildings, offices and the hotel to meet local and state standards. Noise attenuation measures shall include as appropriate thicker walls, stucco siding, window and/or door treatments, building and bedroom orientation, and/or small or no windows facing noise emitters, and other measures pursuant to the detailed acoustical report. To achieve the noise reduction requirements, some form of forced air mechanical ventilation, satisfactory to the local building official, would be required in all residential units and the hotel. Special sound rated building elements such as windows and doors may also be necessary to reduce the intrusiveness of the train noise given that typical noise levels could reach 95 dBA Lmax outside the nearest townhomes if Quiet Zone status is not approved.

Impact 4.7-5 – *Temporary Increase in Noise:* Noise levels generated during construction activities would result in a temporary increase in ambient noise levels for an approximately six-year period during buildout of future development phases.

Mitigation Measures. Implementation of the following Mitigation Measure NOISE-2 will reduce the project impact related to temporary construction noise levels to a less-than-significant level.

NOISE-2: In accordance with Mitigation Measure 10-2 of the Central Petaluma Specific Plan, require implementation of the following measures during all phases of project construction:

- *Construction Scheduling.* Limit noise-generating constructions activities to daytime, weekday hours (7 AM to 6 PM) and 9 AM to 5 PM on weekends and holidays. When construction is occurring within 100 feet of existing residences then construction shall be prohibited on Sundays and Holidays.
- *Equipment.* Properly muffle and maintain all construction equipment powered by internal combustion engines.
- *Idling Prohibitions.* Prohibit unnecessary idling of internal combustion engines.
- *Equipment Locations and Shielding.* Locate all stationary noise-generally equipment, such as air compressors as far as practical from existing nearby noise sensitive receptors.
- *Quiet Equipment Selection.* Select quiet construction equipment, particularly air compressors, whenever possible.
- *Noise Disturbance Coordinator.* Designate a project construction supervisor as “Noise Disturbance Coordinator” who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and submit to the City of Petaluma Building and Police Departments.
- *Notification.* Notify nearby residents (within 300 feet) in writing of the construction schedule.

Transportation and Traffic

Impact 4.8-4 – Rail Crossing: The project will result in an increase in daily and peak hour trips, but would not substantially increase hazards due to conflicts between motorists, pedestrians, bicyclists and rail operations. However, if supplemental safety measures to be implemented as part of the SMART rail service are not in place before project completion, potential hazards could result.

Mitigation Measures. Implementation of Mitigation Measure TRAF-1 below will reduce potential safety hazards due to rail crossing to a less-than-significant level.

TRAF-1: If SMART rail service (and the supplemental safety measures that may be needed for it) is delayed to such an extent that the Riverfront project is built first, require installation of the supplemental safety measures at the existing Caulfield Lane

at-grade crossing to include an additional exit gate on the southwest side of the crossing to preclude vehicles from navigating around the entry gates to proceed eastbound on Caulfield. The exit gate and related items shall be installed by SMART's contractor and funded by the City. The applicant shall contribute funds equal to half the cost of construction.

Cumulative Impacts

Cumulative Impact – Traffic. The project will contribute to significant cumulative near-term impacts.

Mitigation Measures. Implementation of Mitigation Measures CUM-1 and CUM-2 below, as well as payment of City traffic impact fees, below will mitigate the project's contribution to cumulative traffic impacts.

CUM-1. Require payment of the project's 21% pro-rata share of the cost of signalization at Hopper Street/Caulfield Lane in the future when an extension of Caulfield Lane over the Petaluma River is completed.

CUM-2. The Applicant shall lengthen the westbound left turn pocket at Lakeville Street/Caulfield Lane to approximately 250 feet, and install a raised median on the westbound approach to physically prohibit illegal left turn movements into and out of adjacent properties, as recommended in the project traffic report, in order to improve capacity and safety at the intersection.

LESS-THAN-SIGNIFICANT IMPACTS

The following impacts were found to be less-than-significant. Mitigation measures are not required.

Draft EIR

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Impact 4.1-2a – Expose Sensitive Receptors to Pollutants. Portions of the proposed project would be subject to motor vehicle emissions from Highway 101, but sensitive receptors would not be exposed to substantial concentrations of pollutants.

Impact 4.1-4 – Greenhouse Gas Emissions. Future construction and development of the site, resulting from the proposed project, will result in greenhouse gas emissions that are below regional thresholds.

HAZARDS AND HAZARDOUS MATERIALS

Impact 4.5-1 – *Creation of Hazards*: The proposed project does not include industrial or other uses expected to use hazardous materials or generate hazardous waste, other than standard cleaning and household products.

HYDROLOGY & WATER QUALITY

Impact 4.6-3 – *Flood Hazards*: Future structures at the project site would not be subject to hazards associated with flooding of the Petaluma River or sea level rise, although portions of the planned riverfront park may be inundated in the future due to sea level rise. This is considered a less-than-significant impact as no habitable structures will be affected.

NOISE

Impact 4.7-2 – *Exposure to Groundborne Vibration Due to Rail Operations*: Vibration levels generated by passing trains on the tracks adjacent to the project site may be perceptible, but would be below FTA guidelines and would not be excessive or cause cosmetic or structural damage to buildings.

Impact 4.7-3 – *Exposure to Groundborne Vibration During Construction*: Vibration levels generated during construction activities may be perceptible onsite and at neighboring land uses, but would not be excessive or cause cosmetic or structural damage to buildings.

Impact 4.7-4 – *Permanent Increase in Noise*: The traffic noise level on project area roadways will increase as a result of project traffic. The projected increase is 1 dBA CNEL, which is less than the threshold level of 4 dBA CNEL.

TRAFFIC

Impact 4.8-1 – *Circulation System Impacts*: The project will result in an increase in daily and peak hour trips, but would not cause existing or planned intersections to operate at an unacceptable Level of Service (LOS) and would not adversely affect non-auto modes of transportation.

Impact 4.8-2 – *US Highway 101 Impacts*: The project will result in an increase in daily and peak hour trips, but would not cause a substantial decrease in the volume-to-capacity ratio on Highway 101.

Impact 4.8-3 – *Circulation*: The project will not result in creation of hazards due to design of the circulation system or incompatible uses.

Impact 4.8-5 – *Emergency Access*: The proposed secondary emergency access will be adequate, and the project will not result in provision of inadequate emergency access.

Initial Study

The Initial Study (see Appendix A) includes analyses that found the following impacts to be less-than-significant, and thus, are not further analyzed in the EIR.

AESTHETICS

- Scenic Views
- Degradation of Visual Character of Surrounding Area
- New Source of Substantial Light and Glare

AIR QUALITY

- Cumulative Emissions

POPULATION & HOUSING

- Population Growth

PUBLIC SERVICES

- Fire Protection
- Police Protection
- Schools

RECREATION

- Increase Use of Parks

UTILITIES & SERVICE SYSTEMS

- Wastewater Treatment
- Water Supply
- Solid Waste

NO IMPACTS

The State CEQA Guidelines section 15128 require that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Through the Initial Study, NOP scoping process, and EIR, the City of Petaluma determined that the proposed project would have no impact on the environmental issues outlined below, and thus, are not further analyzed in the EIR. See the Initial Study in Appendix A for further discussion.

Initial Study

- AESTHETICS –Scenic Resources
- AGRICULTURAL & FOREST RESOURCES
- AIR QUALITY – Conflict with Air Quality Management Plan

- BIOLOGICAL RESOURCES – Riparian or Sensitive Habitat (other than wetlands); Conflict with adopted HCP or Natural Community Conservation Plans
- CULTURAL RESOURCES – Historic Resources; Paleontological Resources
- GEOLOGY AND SOILS – Fault Rupture; Landslides; Soil Capability for Septic Systems
- GREENHOUSE GAS EMISSIONS – Conflict or Obstruct Implementation of Adopted Plans to Reduce GHG Emissions
- HAZARDS AND HAZARDOUS MATERIALS -- Emit Hazardous Emissions within ¼ mile of a School; On a List of Hazardous Materials Sites; Located within an Airport Land Use Plan; Private Airstrip Hazards; Exposure to Wildland Fire Hazards
- HYDROLOGY & WATER QUALITY – Deplete Groundwater or Interfere with Groundwater Recharge; Alter Course of Stream or River; Exposure to Flooding Due to Levee or Dam Failure, Tsunami or Seiche
- LAND USE & PLANNING – Physically Divide an Established Community; Conflict with Adopted Policies, Habitat Conservation Plan or Natural Community Conservation Plan
- MINERAL RESOURCES
- NOISE – Exposure to airport noise
- POPULATION & HOUSING – Displace Housing or People
- PUBLIC SERVICES – Parks
- TRANSPORTATION/ TRAFFIC – Conflict with Congestion Management Plans; Air Traffic