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## II. EXECUTIVE SUMMARY

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### A. INTRODUCTION

This executive summary provides a brief description of the proposed project, areas of known controversy, including issues raised by agencies and the public; and unresolved issues. The executive summary also identifies which environmental impacts associated the proposed project are significant, what specific mitigation measures have been identified to reduce or avoid each significant impact, and the level of significance of the impact after mitigation. This executive summary is intended as an overview and should be used in conjunction with a thorough reading of the Draft EIR and the Initial Study, which is included in Appendix A of this Draft EIR. The text of this report, including figures, tables, and appendices serve as the basis for this executive summary.

### B. SUMMARY OF PROPOSED PROJECT

The proposed project would develop a currently vacant site with a mixture of retail, restaurant, office and recreational uses. The proposed project includes the development of the following: 343,998 square feet (sf) of commercial land uses,<sup>1</sup> a 1,267-space parking lot and on-site circulation. The proposed project would set aside approximately 5.44 acres for the future Rainier Avenue off-ramp, and approximately 2.66 acres for the Deer Creek swale enhancement area.<sup>2</sup> Until the construction of the Rainier Avenue off-ramp, the 5.44 acres set aside would include open space, wetlands, exercise stations and bike and jogging trails. The proposed development would be designed to interlink the commercial uses with the parking lot, plazas, and passive recreation areas. A more detailed description of the proposed project is contained in Section III (Project Description) of this Draft EIR.

### C. AREAS OF KNOWN CONTROVERSY/ISSUES TO BE RESOLVED

Section 15123 of the CEQA Guidelines requires an EIR to identify areas of controversy known to the lead agency, including issues raised by agencies and the public, and issues to be resolved. Environmental concerns raised in letters submitted to the City of Petaluma in response to the Notice of Preparation (NOP) of the Draft EIR include:<sup>3</sup>

- Traffic impacts
- Parking impacts

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<sup>1</sup> Includes a 31,384-square foot Garden Center as a part of Major 1.

<sup>2</sup> The Rainier Avenue Cross-Town Connector and Highway Interchange is not part of the proposed Deer Creek Village project. However, these projects are included in Table III-1, Related Projects, and are addressed in the Cumulative Impacts Analysis of the Draft EIR.

<sup>3</sup> Refer to Appendix B of the Draft EIR for letters submitted in response to the NOP.

- Roadway surface impacts from trucks
- Emergency access and emergency response time impacts
- Noise impacts
- Air quality and Greenhouse Gas Emissions impacts
- Project intensity
- Project alternatives
- Visual impacts
- Light and glare impacts
- Land use compatibility and General Plan policy consistency impacts
- Housing impacts
- Impacts to Deer Creek and on-site wetlands
- Water supply impacts
- Drainage, flooding and water quality impacts
- Cultural resources impacts
- Impacts to public services
- Socioeconomic impacts
- Urban decay or blight impacts
- Cumulative Impacts

#### **D. SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Table II-1 summarizes the various significant environmental impacts associated with the proposed project that are analyzed in detail in the Draft EIR. Table II-1 also includes a summary of the project's potentially significant impacts that can be reduced to less-than-significant levels that were scoped out of the Draft EIR by the Initial Study. Refer to Section IV.A (Impacts Found to be Less Than Significant) and the Initial Study in Appendix A to the Draft EIR for additional environmental impacts and mitigation measures that were not analyzed in detail in the Draft EIR.

**Table II-1  
Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<b>GEOLOGY/SOILS</b>		
<p><b>Impact GEO-1: Strong Seismic Ground Shaking</b></p> <p>The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active faults traverse the site. Therefore, the risk of ground rupture within the limits of the site is considered to be low. However, because the coastal areas of Northern California are seismically active, the project site can be expected to experience periodic minor earthquakes and possibly a major earthquake (magnitude 7.0 or greater) on one of the nearby active faults. The nearest major active fault is the Rodgers Creek fault located approximately 7.3 kilometers east of the site. Other major active faults are located between 25 and 49 kilometers from the site and include the San Andreas, West Napa, Maacama and Hayward faults. The site would be subject to strong to very strong shaking during a large event on one of the nearby faults. These impacts are considered <b>significant</b>.</p>	<p><b>Mitigation Measure GEO-1</b></p> <p>GEO-1a All construction activities shall meet the California Building Code regulations for seismic safety (i.e. reinforcing perimeter and/or load bearing walls, bracing parapets, etc.).</p> <p>GEO-1b Prior to issuance of a grading permit, building permit or approval of an improvement plan or Final Map, the applicant shall provide a Final Soils Investigation and Geotechnical Report prepared by a registered professional civil engineer for review and approval of the City Engineer and Chief Building Official in accordance with the Subdivision Ordinance and Grading and Erosion Control Ordinance. The soils report shall address site-specific soil conditions (i.e. highly expansive soils) and include recommendations for: site preparation and grading; foundation and soil engineering design, pavement design, utilities, roads, bridges and structures.</p> <p>GEO-1c Prior to issuance of a grading or building permit, the applicant shall submit a detailed schedule for field inspection of work in progress to ensure that all applicable codes, conditions and mitigation measures are being properly implemented through construction of the project.</p> <p>GEO-1d The project applicant shall implement the recommendations in the Kleinfelder investigation related to site preparation, foundation support, site</p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	seismic characterization, site preparation and grading, foundations, concrete slabs-on-grade, retaining walls, and surface and subsurface drainage control.	
<b>Impact GEO-2: Geologic and Soil Instability</b>	<b>Mitigation Measure GEO-2</b>	
<p>The potential for lateral spreading at the project site is low because the potentially liquefiable soil layer is isolated and not continuous. But, expansive soils shrink or swell with changes in moisture content. Additionally, clay mineralogy, clay content and porosity of the soil influence the change in volume. The shrinking and swelling caused by expansive clay-rich soil can result in damage to overlying structures. The tests performed at the site confirmed that the near-surface soil is highly expansive. Without proper soil conditioning, site preparation, subsurface drainage, and foundation design, the structures and infrastructure at the project site could sustain substantial damage. These impacts are considered <b>significant</b>.</p>	<p>GEO-2a The design of all earthwork, cuts and fills, drainage, pavements, utilities, foundations and structural components shall conform with the specifications and criteria contained in the geotechnical report, as approved by the City Engineer. The geotechnical engineer shall sign the improvement plans and certify the design as conforming to the specifications. The geotechnical engineer shall also inspect the construction work and shall certify to the City, prior to acceptance of the improvements or issuance of a certificate of occupancy that the improvements have been constructed in accordance with the geotechnical specifications. Construction and improvement plans shall be reviewed for conformance with the geotechnical specifications by the City Engineer and Chief Building Official prior to issuance of grading or building permits and/or advertising for bids on public improvement projects. Additional soils information may be required by the Chief Building Inspector during the plan check of building plans in accordance with Title 17 and 20 of the Petaluma Municipal Code.</p> <p>GEO-2b Foundation and structural design for buildings shall conform to the requirements of the California Building Code, as well as state and local laws/ordinances. Construction plans shall be subject to review and approval by the Building Division prior to the issuance of a building permit. All work shall be subject to inspection by the</p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>Building Division and must conform to all applicable code requirements and approved improvement plans prior to issuance of a Certificate of Occupancy.</p> <p>GEO-2c The applicant shall follow the recommendations provided by Treadwell &amp; Rollo:</p> <ol style="list-style-type: none"> <li>1. <u>Fill Placement and Compaction</u>: Kleinfelder preliminarily recommends that the general and select engineered fill be placed in eight inch loose lifts and compacted to at least 90 percent relative compaction in accordance with ASTM D1557. Parking and driveway subgrade should be compacted to at least 95 percent relative compaction. Treadwell &amp; Rollo concurs with Kleinfelder's preliminary recommendations, except that high-expansive, near-surface soil is sensitive to changes in moisture content; therefore, it should be moisture-conditioned to at least three to four percent above the optimum moisture content prior to compaction. The select fill need only be moisture-conditioned to near or slightly above the optimum moisture content prior to compaction.</li> <li>2. <u>Foundations</u>: Kleinfelder preliminarily recommends the proposed buildings be supported on spread footings. The spread footings should be at least 12 inches wide, embedded at least 18 inches below the lowest adjacent compacted pad grade, and should rest on at least a 12 inch thick layer of properly compacted and approved fill. Spread footings should be designed based on allowable dead plus code live load and total load (including wind or seismic forces) bearing capacities of 2,500 and 3,500 pounds per square foot (psf), respectively. Resistance to lateral loads can be obtained using a passive pressure of 1,000 psf against the embedded face of the foundations, and a base friction of 0.30 times the net vertical dead load. Lateral resistance from the upper foot of soil should</li> </ol>	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>be neglected where the soil surface is not confined by slabs or pavements. Treadwell &amp; Rollo concurs with Kleinfelder's preliminary foundation recommendations. However, a final geotechnical investigation should be performed to further evaluate the potential for soil liquefaction and liquefaction-induced ground settlement, and the affects of ground settlement on the proposed foundation system.</p> <p>3. <u>Concrete Slabs on Grade</u>: Kleinfelder preliminarily recommends that interior slabs on grade be underlain by a water vapor retarder system consisting of at least a 4 inch thick layer of baserock ( 1 ½ inch gradation) overlain by water vapor retarder membrane that is at least 10 mils thick. Treadwell &amp; Rollo concurs that water vapor retarder system should be placed beneath slab on grade floors to reduce the potential for moisture migration through the slab. However, Treadwell &amp; Rollo suggests using a 4 inch thick layer of drain rock or crushed rock (1/2 to ¾ inch gradation) instead of "baserock" and using a vapor retarder membrane that meets the requirements for Class C vapor retarders as stated in ASTM E1745-97. Also, the vapor retarders should be placed in accordance with the requirements of ASTM E1643-98.</p> <p>4. <u>Retaining Walls</u>: Kleinfelder preliminary recommends that retaining walls that are free to rotate be designed to resist lateral pressures resulting from active earth pressures, be designed to resist added surcharge loads, such as from building footings or vehicular traffic, and be properly backdrained. Treadwell &amp; Rollo concurs with Kleinfelder's preliminary recommendations, with the exception that walls used to retain highly expansive soil may be subjected to high lateral pressures associated with the swelling of expansive soil. Typically, walls that retain expansive soil are designed to resist at-rest soil pressures or even higher lateral forces. Treadwell &amp;</p>	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>Rollo suggests that Kleinfelder re-evaluate the wall design pressures or use an alternative backfill material that is not expansive.</p> <ol style="list-style-type: none"> <li>5. Kleinfelder's preliminary geotechnical investigation is based on four borings that are more than 800 feet apart. Treadwell &amp; Rollo recommends that a final geotechnical investigation be performed for this project to provide subsurface data and recommendations that are specific to each of the proposed building sites. Also, Kleinfelder's final investigation should further evaluate the potential for soil liquefaction and liquefaction-induced ground settlement at the proposed building locations, and re-evaluate the adequacy of the proposed foundation system to mitigate potential seismic hazards.</li> <li>6. Due to the highly expansive nature of the on-site, near-surface soil, it is important to properly moisture-condition the highly expansive near-surface soil prior to compaction. Kleinfelder should provide recommendations for moisture-conditioning and compacting on-site and imported fill.</li> <li>7. Treadwell &amp; Rollo suggests that Kleinfelder clarify the terminology used for specifying the granular material beneath the interior floor slabs. Treadwell &amp; Roll suggests using "drain rock" or poorly graded crushed rock" to describe the granular layer used as a capillary moisture break beneath the concrete slab-on-grade floors. Also, Treadwell &amp; Rollo suggests Kleinfelder consider using the requirements and specifications provided in ASTM E1745-97 and ASTM E1643-98 for vapor retarders.</li> <li>8. Treadwell &amp; Rollo suggests that Kleinfelder re-evaluate the retaining wall design pressures or provide alternate backfilling specification for walls that would retain highly expansive soil.</li> <li>9. Parking areas and driveways would comprise a significant portion of the proposed project site. As part of</li> </ol>	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>the final geotechnical investigation, Treadwell &amp; Rollo suggests that Kleinfelder provide recommendations for new pavements for the proposed parking areas, driveways, and bicycle and pedestrian pathways.</p> <p>10. As part of the final geotechnical investigation, Treadwell &amp; Rollo suggests that Kleinfelder provide geotechnical recommendations for bridge foundations and abutments.</p> <p>11. The proposed use of select fill to mitigate the adverse impacts associated with highly expansive fill could result in the need for imported fill. Alternatively, lime-treatment of the highly expansive fill can be used to modify the expansive characteristics of the soil without the need for importing select fill. Typically, lime treatment equipment can only mix lime into the upper approximately 18 to 24 inches of the soil. Therefore, Kleinfelder should describe a procedure for adequately lime-treating a 30 inch thick layer of soil beneath proposed building and concrete slab areas, if this option is to be used.</p>	
<p><b>Impact GEO-3: Soil Erosion/ Loss of Topsoil</b></p> <p>The grading required for the proposed project has the potential to cause water erosion if construction is carried out during the rainy season (October 15 through April 15). The grading also has the potential to cause wind erosion if the soil conditions are dry. These impacts are considered <b>significant</b>.</p>	<p><b>Mitigation Measure GEO-3</b></p> <p>GEO-3a 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) and Grading and Erosion Control Ordinance #1576, Title 17, Chapter 17.31 of the Petaluma Municipal Code.</p> <p>GEO-3b The applicant shall submit an Erosion and Sediment Control Plan prepared by a registered professional engineer as an integral part of the grading plan. The Erosion and Sediment Control Plan shall be subject to review and approval of the City Engineering and Community Development Department, prior to issuance of a grading permit. The Plan shall include temporary erosion control measures to be used during construction of cut and</p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>fill slopes, excavation for foundations, and other grading operations at the site to prevent discharge of sediment and contaminants into the drainage system. The Erosion and Sediment Control Plan shall include the following measures as applicable.</p> <ol style="list-style-type: none"> <li>1. Throughout the construction process, disturbance of groundcover shall be minimized and the existing vegetation shall be retained to the extent possible to reduce soil erosion. All construction and grading activities, including short term needs (equipment staging areas, storage areas, and field office locations) shall minimize the amount of land area disturbed. Whenever possible, existing disturbed areas shall be used for such purposes.</li> <li>2. All drainage ways, wetland areas and creek channels shall be protected from silt and sediment in storm runoff through the use of silt fences, diversion berms, and check dams. All exposed surface areas shall be mulched and reseeded and all cut and fill slopes shall be protected with hay mulch and/or erosion control blankets as appropriate.</li> <li>3. Material and equipment for implementation of erosion control measures shall be on-site by October 1<sup>st</sup>. All grading activity shall be completed by October 15<sup>th</sup>, prior to the on-set of the rainy season, with all disturbed areas stabilized and revegetated by October 31<sup>st</sup>. Upon approval by the Petaluma City Engineer, extensions for short-term grading may be allowed. Special erosion control measures may be required by the City Engineer in conjunction with any specially permitted rainy season grading.</li> <li>4. If required to prevent scour and erosion of channel banks, biotechnical erosion control and bank stabilization measures shall be incorporated into the grading and landscape plans as described in the</li> </ol>	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	"Restoration Design and Management Guidelines for the Petaluma River Watershed, Vol. II". Channel modifications shall be limited to specific problem areas.	
<p><b>Impact GEO-4: Exposure to Geologic Hazards</b></p> <p>The proposed project has the potential to expose people or structures to certain geologic hazards including ground shaking and expansive soils (see responses above). This impact is considered <b>significant</b>.</p>	<p><b>See Above (Mitigation Measures GEO-1 – GEO-3)</b></p>	<p><b>Less Than Significant</b></p>
<p><b>AIR QUALITY AND GREENHOUSE GAS EMISSIONS</b></p>		
<p><b>Impact AQ-1: Grading/Construction Impacts</b></p> <p>Construction-related activities associated with the project would result in dust and equipment exhaust emissions that could, at times, contribute to nuisances at adjacent residential uses including the single-family residential homes to the northeast/east on McDowell Boulevard and/or the Petaluma Valley Hospital to the east on Professional Drive, and could contribute to the general deterioration of local air quality. Construction emissions for the proposed project were calculated with the URBEMIS2007 model assuming the two separate phases for construction. During grading, the first year of construction, average daily emissions would exceed the BAAQMD thresholds. This is considered a <b>significant</b> impact.</p>	<p><b>Mitigation Measure AQ-1</b></p> <p>Mitigation Measure AQ-1 would reduce dust or PM<sub>10</sub> emissions to a less-than-significant level. NOx emissions during grading would be reduced by about 7 percent, remaining above the BAAQMD thresholds.</p> <p>Because proposed project construction would generate (particulate matter) PM<sub>10</sub> emissions, the following mitigation measures in accordance with City practice and BAAQMD standard mitigation requirements would be required to reduce construction-related air quality impacts to a less-than-significant level. The project sponsors shall require that the following practices be implemented by including them in the contractor construction documents:</p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or such that a adequate to maintain minimum soil moisture of 12 percent.</li> <li>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping shall be prohibited.</li> <li>4. All vehicle speeds on unpaved roads shall be limited to</li> </ol>	<p><b>Significant and Unavoidable</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>15 mph.</p> <ol style="list-style-type: none"> <li>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>6. Replant vegetation in disturbed areas as quickly as possible.</li> <li>7. Suspend construction activities that cause visible dust plumes to extend beyond the construction site.</li> <li>8. 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.</li> <li>9. 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 condition prior to operation.</li> <li>10. 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.</li> <li>11. During site grading, the developer or contractor shall provide a plan for approval by the City or BAAQMD demonstrating that the heavy-duty (&gt;50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO<sub>x</sub> reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2011</li> </ol>	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	12. The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors). 13. Properly tune and maintain equipment for low emissions.	
<p><b>Impact AQ-4: Operation Period GHG Emissions</b></p> <p>The proposed project would cause an increase in GHG emissions of 8,707 metric tons of CO<sub>2</sub>e annually, which exceeds the BAAQMD “bright line” threshold of 1,100 metric tons per year. Therefore, the significance is evaluated by assessing the GHG emissions efficiency. The proposed project would have annual emissions of 13.5 metric tons per year of CO<sub>2</sub>e per capita, which exceeds the BAAQMD threshold of 4.6 metric tons per capita. With implementation of Mitigation Measure AQ-4, the emissions per capita would be reduced to 13.0 metric tons per year of CO<sub>2</sub>e. This would remain above the BAAQMD per capita threshold of 4.6. As a result, the project’s GHG emissions could be considered to have a cumulatively considerable contribution to a significant impact and is considered <b>significant</b>.</p>	<p><b>Mitigation Measure AQ-4</b></p> <p>The applicant shall reduce air pollutant emissions from both vehicle trips and area sources by implementing the following measures:</p> <ol style="list-style-type: none"> <li>1. Provide preferential parking near the office building entrance for carpool and vanpool vehicles.</li> <li>2. Pedestrian facilities shall include easy access and signage to bus stops and roadways that serve the major site uses.</li> <li>3. Project site employers shall be required to promote transit use by providing transit information and incentives to employees.</li> <li>4. Provide exterior electrical outlets to encourage use of electrical landscape equipment at retail and office uses.</li> <li>5. Prohibit idling of trucks at loading docks for more than 5 minutes per State law and include signage indicating such a prohibition.</li> <li>6. Provide 110- and 220-volt electrical outlets at loading docks.</li> <li>7. Provide battery-powered, electric, or other similar equipment that does not impact local air quality for project maintenance activities.</li> <li>8. Incorporate passive solar building design and landscaping conducive to passive solar energy use (e.g., planting of deciduous trees on west sides of structures, landscaping with drought resistant species, and use of groundcovers rather than pavement in certain areas to reduce heat reflection).</li> <li>9. During final design, the applicant shall develop Green Building standards or equivalent that would reduce</li> </ol>	<p><b>Significant and Unavoidable</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>energy-related GHG emissions by at least 20 percent from those that would occur under 2005 Title 24 Building Code requirements. The applicant shall present these to the City prior the issuance of a building permit;</p> <p>10. As required by the General Plan, the applicant shall incorporate features to reduce energy related GHG emissions including, but not limited, to pedestrian linkages, connections to local transit, bike lanes, bike parking, and showers for employees.</p> <p>11. In addition to providing trees for shading, provide drought tolerant landscaping to reduce water usage that lead indirectly to electricity usage and GHG emissions.</p>	
<b>HYDROLOGY/WATER QUALITY</b>		
<b>Impact HYDRO-1: Storm Water Quality</b>	<b>Mitigation Measure HYDRO-1</b>	
<p>In commercial areas, potential non-point source pollutants include litter, landscaping fertilizers and pesticides, packaging materials, and the heavy metals, oil and gas residues, tire fragments, and debris normally deposited by vehicular traffic. Storm water runoff from developed areas could carry these pollutants into surface waters, where they would cause a small but cumulative degradation of water quality. Stormwater quality treatment would be provided by biological and mechanical filtration systems prior to discharge to the Deer Creek swale and the Lynch Creek outfall culverts.</p> <p>The quality of storm water runoff from the developed project site could be expected to decline in comparison to current runoff conditions at the site, due to the introduction of non-point source urban pollutants. This could result in a long-term, incremental increase in water quality degradation, sedimentation and turbidity within the downstream receiving waters, representing a potentially <b>significant</b> impact.</p>	<p>HYDRO-1a The project applicant shall prepare and submit an erosion control 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.</p> <p>HYDRO-1b In accordance with National Pollution Discharge Elimination System (NPDES) regulations, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for implementation</p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>throughout project construction to control erosion on the project site and to provide guidelines for the storage, use and clean-up of fuels and hazardous materials. To help reduce the long-term accumulation of non-point source pollutants from the project within downstream surface waters, the applicant shall incorporate long-term source control and pre-discharge treatment measures into the SWPPP, subject to approval by the City Engineer and in conformance with all applicable RWQCB design standards.</p> <p>HYDRO-1c The project shall comply with the City of Petaluma Phase II Storm Water Management Plan including attachment four post construction requirements.</p> <p>HYDRO-1d The storm drain system design shall be reviewed and approved by the Sonoma County Water Agency.</p>	
<b>BIOLOGICAL RESOURCES</b>		
<b>Impact BIO-1: Special-Status Species</b>	<b>Mitigation Measure BIO-1</b>	
<p>If project construction were to be initiated while special-status or other migratory birds are nesting in trees, shrubs or grasses on or adjoining the site, construction activities could disrupt nesting and thus create a significant impact to these birds. Additionally, if construction were initiated in the winter wet months without control of on-site soil erosion, potential sediment deposition could affect the Sacramento splittail in this reach of the Petaluma River. These impacts are considered <b>significant</b>.</p>	<p>BIO-1a Site grading shall be conducted in accordance with the City's Storm Water/Grading and Erosion Control Ordinance.</p> <p>BIO-1b All construction activities in and immediately adjacent to trees or shrubs providing potential nesting habitat for raptors or other birds should be conducted outside the normal nesting season (generally February 15 to August 15). If project work would occur during nesting season, a qualified biologist shall survey the site no more than 14 days prior to construction. If active nests are found, exclusion zones of a distance appropriate for the species (typically 50 to 100 feet) shall be established. No work would occur</p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	within the exclusion zones until all young have become independent of the nest. If no active nests are found, no work restrictions would apply.	
<b>Impact BIO-2: Jurisdictional Waters</b>	<b>Mitigation Measure BIO-2</b>	
Certain areas of the project site are identified as jurisdictional under either the Army Corps of Engineers or the Regional Water Quality Control Board. Impacts to protected wetlands would be <b>significant</b> .	BIO-2 The applicant shall avoid impacts to wetlands to the maximum extent practicable. Where impacts are unavoidable, the applicant shall apply to the Army Corps for a Clean Water Act Section 404 permit and comply with all mitigation measures contained therein. Evidence of ACOE and RWQCB permits shall be submitted to the City of Petaluma for review prior to issuance of building permits.	<b>Less Than Significant</b>
<b>NOISE</b>		
<b>Impact NOISE-1: Temporary Increases in Noise Levels</b>	<b>Mitigation Measure NOISE-1</b>	
As with all construction equipment, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately six dB(A) per doubling of distance. The residential land uses located across North McDowell Boulevard are separated from the roadway by a fence. This fence would attenuate noise levels experienced by those in the backyards of the homes that face the project site. However, some of these homes have balconies/outdoor areas on the upper levels of the homes that face the project site. Some of these residents would experience temporary, periodic, noticeable increases in noise levels during the project's construction period, even with implementation of the noise control measures. Therefore, project impacts related to temporary noise increases associated with project construction would be <b>significant</b> .	NOISE-1a All construction activities shall comply with applicable Performance Standards in the Petaluma Zoning Ordinance and Municipal Code.  NOISE-1b All construction activities shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and all holidays recognized by the City of Petaluma. There would be no start up of machines nor equipment prior to 8:00 a.m., Monday through Friday; no delivery of materials nor equipment prior to 7:30 a.m. nor past 5:00 p.m., Monday through Friday; no cleaning of machines nor equipment past 6:00 p.m., Monday through Friday; and no servicing of equipment past 6:45, Monday through Friday. The developer's phone number shall be conspicuously posted at the project site for noise complaints.  NOISE-1c The construction contractor shall locate stationary	<b>Less Than Significant</b>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds or other structures.</p> <p>NOISE-1d The construction contractor shall implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds.</p> <p>NOISE-1e Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g. Jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of five dBA. Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.</p> <p>NOISE-1f The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment and notifying adjacent residences (at least one time) in advance of construction work.</p> <p>NOISE-1g The construction contractor shall stage equipment no less than 150 feet away from North McDowell</p>	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	Boulevard.	
<b>Impact NOISE-3: Cumulative Exposure of Persons to Excessive Noise Levels</b>	<b>Mitigation Measures</b>	
<p>The evaluation of the project's contribution to cumulative effects relies on the evaluation of noise effects in the EIR for General Plan 2025, which determined that at General Plan buildout, significant and unavoidable impacts would result from traffic-related noise and future rail service. In adopting the General Plan, the City accepted these significant and unavoidable impacts by approving a statement of overriding considerations.</p>	<p>No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.</p>	<p><b>Significant &amp; Unavoidable</b></p>
<b>TRANSPORTATION AND TRAFFIC</b>		
<b>Impact TRAFFIC-2: Existing Plus Project Intersection-Operation Impacts</b>	<b>Mitigation Measures</b>	
<p><b>Impact TRAFFIC-2b: East Washington Street/North McDowell Boulevard</b></p> <p>Existing plus Project conditions at this location exceed the thresholds of significance. No feasible mitigation measures were identified to reduce this impact to a less-than-significant level. Therefore, impacts to this intersection would remain <b>significant and unavoidable</b>.</p>	<p>No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.</p>	<p><b>Significant &amp; Unavoidable</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<b>Impact TRAFFIC-3: Existing Plus Project Vehicle Queuing Impacts</b>	<b>Mitigation Measures</b>	
<p><b>Impact TRAFFIC-3b: East Washington Street/North McDowell Boulevard, Southbound Right-turn Lane Vehicle Queuing Impacts</b></p> <p>Existing plus Project conditions at this location exceed the thresholds of significance. Construction of additional storage length at this location would reduce the project's contribution to significant impacts to less-than-significant levels; however, there is no alternative to increase the storage length, along North McDowell Boulevard, as the area is built-out. Therefore, no feasible mitigation measures were identified and impacts to this intersection would remain <b>significant and unavoidable</b>.</p>	No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.	<b>Significant &amp; Unavoidable</b>
<b>Impact TRAFFIC-5: Existing Plus Pipeline Plus Project Intersection Operation Impacts</b>	<b>Mitigation Measures</b>	
<p><b>Impact TRAFFIC-5a: Corona Road/North McDowell Boulevard</b></p> <p>Existing plus Pipeline plus Project conditions at this location exceed the thresholds of significance. No feasible mitigation measures were identified and impacts to this intersection would remain <b>significant and unavoidable</b>.</p>	No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.	<b>Significant &amp; Unavoidable</b>
<p><b>Impact TRAFFIC-5b: Corona Road/Petaluma Boulevard North</b></p> <p>Existing plus Pipeline plus Project conditions at the intersection of Corona Road/Petaluma Boulevard North exceed the thresholds of significance, resulting in a <b>significant impact</b>.</p>	No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.	<b>Significant &amp; Unavoidable</b>
<p><b>Impact TRAFFIC-5d: East Washington Street/North McDowell Boulevard</b></p> <p>As with the intersection of Corona Road/North McDowell Boulevard, noted above, no feasible mitigation measures</p>	No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.	<b>Significant &amp; Unavoidable</b>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<p>were identified that would reduce the proposed project's impact to the intersection of East Washington Place/North McDowell to less-than-significant levels. Therefore, impacts to this intersection would be <b>significant and unavoidable</b>.</p>		
<p><b>Impact TRAFFIC-6: Existing Plus Pipeline Plus Project Vehicle Queuing Impacts</b></p>	<p><b>Mitigation Measures</b></p>	
<p>Existing plus Pipeline plus Project traffic volumes were applied to signalized study intersections in proximity to U.S. Highway 101 and the peak hour demand 50<sup>th</sup> percentile queue lengths were reviewed against the existing lane storage capacity, with the exception of the intersections along East Washington Street, where proposed geometry was used. Peak hour demand 50<sup>th</sup> percentile queue lengths remained within existing storage lane capacity at all signalized intersections, with the exception of East Washington Street at U.S. 101 Southbound Ramps; where the storage capacity is exceeded with the addition of project-generated trips.</p> <p>Project traffic would cause the 50<sup>th</sup> percentile queue lengths to exceed available turn storage pockets at the following location:</p> <ul style="list-style-type: none"> <li>• East Washington Street/North McDowell Boulevard – Southbound Right-turn Lane</li> </ul> <p>This is a <b>significant and unavoidable</b> project impact.</p>	<p>No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.</p>	<p><b>Significant &amp; Unavoidable</b></p>
<p><b>Impact TRAFFIC-7: Existing Plus Pipeline Plus Project Freeway Operation Impacts</b></p>	<p><b>Mitigation Measures</b></p>	
<p>Cumulative conditions, V/C ratio and LOS are shown in Table IV.B-20. Existing plus Pipeline plus Project conditions, during the p.m. peak hour northbound Highway 101 traffic would experience levels of severe congestion (LOS F), while southbound traffic would be experience congestion (LOS E/F or better). The proposed project is expected to increase the traffic volumes on study freeway segments expected to operate at LOS F without the project</p>	<p>No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.</p>	<p><b>Significant &amp; Unavoidable</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<p>by more than one percent of the segment's theoretical capacity at the following locations:</p> <ul style="list-style-type: none"> <li>• Railroad Avenue – Pepper Road to Old Redwood Highway</li> <li>• East Washington Street to Lakeville Highway</li> </ul> <p>This is a <b>significant</b> project impact.</p> <p>Northbound U.S. 101 for the Railroad Avenue-Pepper Road to Old Redwood Highway and East Washington Street to Lakeville Street segments would operate at LOS F, with volumes in excess of 10 percent of the operating capacity. No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels. Therefore, this impact would be <b>significant and unavoidable</b>.</p>		
<p><b>Impact TRAFFIC-8: Design Features (Vehicular Site Access, Internal Circulation Impacts)</b></p>	<p><b>Mitigation Measures</b></p>	
<p><b>Impact TRAFFIC-8a: North McDowell Boulevard Right-turn Access Driveways</b></p> <p>There are two proposed, right-turn only access points to the project site. The first, south of Rainier Avenue and north of the Professional Drive intersection, would have a channelized right-turn lane on North McDowell Boulevard. While the second serves as a minor ingress, with no right-turn channelization proposed. This could result in <b>significant</b> impacts to the Class I path and sidewalk along the project frontage, particularly in locating monument signage, sight distance and curb radii (turning speed).</p>	<p><b>Mitigation Measure TRAFFIC-8a</b></p> <p>Special measures shall be taken to avoid adverse impacts to the Class I path and sidewalk along the project frontage, particularly in locating monument signage, sight distance and curb radii (turning speed). Additionally, a raised median shall be placed along the new northbound left-turn lane access to the main driveways, thereby preventing left-turn access to the site at the second (southerly) driveway. It is expected that the egress movements shall be stop controlled at both locations. The removal of the existing raised median on North McDowell Boulevard, between Professional Drive and Lynch Creek Way, to accommodate left-turn access shall be replaced with a narrow raised median along the project frontage to prevent other than right-turn only access. The total cost of design and installation shall be borne upon the proposed project.</p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<p><b>Impact TRAFFIC-8b: Rainer Avenue Extension</b></p> <p>The site plan indicates that a single access point would be located along the extension of Rainier Avenue into the project site. Although this access was analyzed in the Existing plus Project and Existing plus Pipeline plus Project Scenario as having full access onto the termination of Rainier Avenue (meaning left-turns are allowed into and out of the proposed project), the intersection shall be limited to right-turns only in the Cumulative plus Project Scenario. The proposed configuration would operate acceptably as long as Rainier Avenue remains, in essence, a cul-de-sac terminating within the project site. However, once Rainier Avenue is extended to Petaluma Boulevard North, site access impacts via Rainier Avenue would be <b>significant</b>.</p>	<p><b>Mitigation Measure TRAFFIC-8b</b></p> <p>At the time Rainier Avenue is extended to Petaluma Boulevard North, site access via Rainier Avenue shall be limited to right-turn ingress/egress only.</p>	<p><b>Less Than Significant</b></p>
<p><b>Impact TRAFFIC-8c: Lynch Creek Way</b></p> <p>The existing signalized intersection at North McDowell Boulevard/Lynch Creek Way would be expected to serve only a limited amount of project-generated traffic, primarily truck access to the project site. Roadway configuration and sight distances appear sufficient to accommodate the addition of project-generated truck trips. However, project-generated truck trips could potentially damage Lynch Creek Way if the roadway has not been designed to accommodate such truck trips on a daily basis. This is a potentially <b>significant</b> impact.</p>	<p><b>Mitigation Measure TRAFFIC-8c</b></p> <p>The project applicant shall be responsible for investigating and providing a full roadway width structural section able to accommodate project-generated truck trips. The total costs of investigation and construction, if required based on the investigation, shall be borne upon the project.</p>	<p><b>Less Than Significant</b></p>
<p><b>Impact TRAFFIC-8d: Professional Drive – Project Driveway</b></p> <p>The addition of project-generated trips on the Existing plus Pipeline Condition is expected to result in the need for turn lane lengths greater than those shown on the provided site plan. Inadequate turn lane length may increase hazards at the following locations:</p>	<p><b>Mitigation Measure TRAFFIC-8d</b></p> <p>The northbound left-turn Lane at Professional Drive/North McDowell Boulevard shall be designed to accommodate the expected queues.</p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<ul style="list-style-type: none"> <li>The northbound left-turn Lane at Professional Drive/North McDowell Boulevard requires 125 feet</li> </ul> <p>This is a <b>significant</b> impact.</p>		
<p><b>Impact TRAFFIC-11: Non-Motorized Transportation Modes Impacts</b></p>	<p><b>Mitigation Measures</b></p>	
<p><b>Impact TRAFFIC-11a: Pedestrian</b></p> <p>The project proposes to provide for pedestrian circulation both along streets and on separated paths. There would be multiple pedestrian paths between non-retail, office, and commercial areas on-site, as well as several connections to existing sidewalk facilities along North McDowell Boulevard. Pedestrian crossings of North McDowell Boulevard would be provided at the Rainier Avenue, Professional Drive, and Lynch Creek Way intersections. Paved trails are provided along the Deer Creek drainage area, while recreational decomposed granite trails are provided into the southwest portion of the proposed project, reserved for right-of-way dedication to the U.S. 101/Rainier Avenue interchange. In general, the study area has adequate existing pedestrian facilities except that the sidewalks along the project frontage of North McDowell Boulevard are in a deteriorated condition. The project would also contribute pedestrian trips to intersections with ADA deficiencies. This is a <b>significant</b> project impact.</p>	<p><b>Mitigation Measure TRAFFIC-11a</b></p> <p>The project shall improve pedestrian and bicycle facilities on its frontage with North McDowell Boulevard, and special care shall be taken to maintain sight distance and to clearly define right-of-way so as to reduce potential conflicts between the proposed Class I path and driveways.</p>	<p><b>Less Than Significant</b></p>
<p><b>Impact TRAFFIC-11b: Bicycle</b></p> <p>A Class I bicycle path is proposed along the project frontage, mirroring the existing Class I path along the east side of North McDowell Boulevard. Although a divergence from the proposed Class II bike lanes along North McDowell Boulevard, the pathway is consistent with a new path being developed north from East Washington Street. Bicycle circulation would also be provided by the proposed on-site trail and pathway system. The project proposes</p>	<p><b>See Above (Mitigation Measure TRAFFIC-11a)</b></p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<p>parking for 150 bicycles on-site, with 80 of those spaces to be covered. According the zoning code, parking for a minimum of 111 bicycles shall be provided. In addition, four showers are provided for employees use.</p> <p>Although the project has not proposed to dedicate roadway space on McDowell Boulevard toward construction of a future Class II bicycle facility, it does provide for a like Class I facility along the project frontage of North McDowell Boulevard. However, if not designed properly, the Class I bicycle facility could result in conflicts with project driveways on North McDowell Boulevard. This is a <b>significant</b> impact.</p>		

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<p><b>Impact TRAFFIC-12: Emergency Access Impacts</b></p> <p>The addition of project-generated trips is not expected to cause a reduction in travel speeds along this route sufficient to cause significant delays for emergency vehicles, when the redundancy of access and the ability of emergency response vehicles to override traffic controls with lights, sirens, signal pre-emption and travel in opposing travel lanes in congested conditions are considered.</p> <p>Because police emergency response does not routinely come from a fixed location, the location of responding patrol cars and officers varies. With the ability of police vehicles to override traffic controls with lights, sirens, signal pre-emption and travel in opposing travel lanes in congested conditions, police response times would not be significantly delayed because of additional traffic from the proposed project. However, without emergency vehicle pre-emption provided at the proposed signal at Professional Drive/North McDowell Boulevard, emergency access impacts would be <b>significant</b>.</p>	<p><b>Mitigation Measure TRAFFIC-12</b></p> <p>With the proposed project's addition of a traffic signal at the intersection of Professional Drive/North McDowell Boulevard, emergency vehicle pre-emption shall be provided to mitigate this additional delay experienced by emergency responders along this corridor.</p>	<p><b>Less Than Significant</b></p>
<p><b>Impact TRAFFIC-15: Cumulative Plus Project Intersection Operation Impacts</b></p>	<p><b>Mitigation Measures</b></p>	
<p><b>Impact TRAFFIC-15a: Rainer Avenue/Maria Drive</b></p> <p>Cumulative plus Project conditions at this location exceed the thresholds of significance representing a <b>significant</b> LOS impact. This intersection has been identified as requiring intersection improvements, signalization when warranted, by the City with Traffic Impact Mitigation fees.</p>	<p><b>Mitigation Measure TRAFFIC-15a</b></p> <p>The proposed project shall contribute to the City Traffic Impact Mitigation fees for the installation of a traffic signal in the Cumulative plus Project condition at the intersection of Rainier Avenue/Maria Drive.</p>	<p><b>Less Than Significant</b></p>
<p><b>Impact TRAFFIC-15b: Rainer Avenue/North McDowell Boulevard</b></p> <p>Cumulative plus Project conditions at this location exceed the thresholds of significance representing a significant LOS impact. No feasible mitigation measures were</p>	<p>No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.</p>	<p><b>Significant &amp; Unavoidable</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<p>identified that would reduce the impact to less-than-significant levels. Therefore, impacts to this intersection would be <b>significant and unavoidable</b>.</p>		
<p><b>Impact TRAFFIC-15c: Rainer Avenue/Project Access</b></p> <p>Although Cumulative plus Project conditions at this location exceed the thresholds of significance, delay would only impact the right-turn egress movements from the proposed project and not vehicle delays on Rainier Avenue. A traffic signal at this intersection may be warranted, however, the construction of the Rainier Avenue Cross-town connector and U.S. 101/Rainier Avenue Interchange would limit access along the project frontage. Therefore, a traffic signal is not recommended at this location. However, as required in Mitigation Measure TRAFFIC-8b, access shall be limited to right-turn in and right-turn out only when Rainier Avenue is extended. Impacts to this intersection would be <b>significant and unavoidable</b>.</p>	<p>No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.</p>	<p><b>Significant &amp; Unavoidable</b></p>
<p><b>Impact TRAFFIC-15e: Corona Road/North McDowell Boulevard</b></p> <p>As noted in the Existing plus Pipeline plus Project conditions, this location is expected to continue to exceed the thresholds of significance. Construction of additional travel lanes at this intersection would reduce the project's contribution to significant impacts to less-than-significant levels; however, this may have secondary impacts associated with conflicts with the City's General Plan policy to avoiding wider, more automobile-oriented intersections in favor of more pedestrian, bicycle, and transit-friendly designs. Analysis for the City's General Plan had indicated similar impacts at this intersection and statement of overriding consideration were adopted for the cumulative conditions. Therefore, no feasible mitigation measures were identified and impacts to this intersection would remain <b>significant and unavoidable</b>.</p>	<p>No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.</p>	<p><b>Significant &amp; Unavoidable</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
<b>Impact TRAFFIC-16: Cumulative East Washington Street/North McDowell Boulevard, Southbound Right-turn Lane Vehicle Queuing Impacts</b>	<b>Mitigation Measures</b>	
As with the intersection of East Washington Street/North McDowell Boulevard (Southbound Right-turn Lane) in the Existing plus Project conditions, no feasible mitigation measures were identified; therefore, impacts to this intersection would remain <b>significant and unavoidable</b> .	No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.	<b>Significant &amp; Unavoidable</b>
<b>Impact TRAFFIC-17: Cumulative Freeway Operation Impacts</b>	<b>Mitigation Measures</b>	
Cumulative conditions, V/C ratio and LOS are shown in Table IV.B-23. Northbound U.S. 101 for each of the study segments would be expected to continue to operate at LOS F, with volumes in excess of 10 percent of the operating capacity. No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels. Therefore, this impact would be <b>significant and unavoidable</b> .	No feasible mitigation measures were identified that would reduce the proposed project's impact to less-than-significant levels.	<b>Significant &amp; Unavoidable</b>
<b>Impact TRAFFIC-18: Site Access - Various</b>	<b>Mitigation Measure TRAFFIC-18</b>	
<p>The addition of project driveways and project-generated trips is expected to result in the need for turn lane lengths greater than those shown on the site plan. Inadequate turn lane length may increase hazards at the following locations:</p> <ul style="list-style-type: none"> <li>• The eastbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 350 feet (Dual Left-turn Lanes)</li> <li>• The northbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 600 feet (Dual Left-turn Lanes)</li> <li>• The southbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 200 feet</li> <li>• The northbound left-turn lane at Professional Drive/North McDowell Boulevard requires 125 feet</li> </ul>	<p>The following turn lanes shall be designed to accommodate the expected queues, however, left-turn lanes in excess of 300 feet shall be provided in dual lanes to reduce impact to overall signal cycle lengths.</p> <ul style="list-style-type: none"> <li>• The eastbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 350 feet</li> <li>• The northbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 600 feet</li> <li>• The southbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 200 feet</li> <li>• The northbound left-turn lane at Professional Drive/North McDowell Boulevard requires 125 feet</li> </ul>	<b>Less Than Significant</b>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
This is a <i>significant</i> impact.		
<b>PUBLIC SERVICES</b>		
<b>Impact PS-1: Fire Protection</b>	<b>Mitigation Measure PS-1</b>	
<p>The “response routes” for fire and emergency service vehicles most likely to be impacted by project-generated trips are North McDowell Boulevard and East Washington Street. Given the location of three fire stations, two on McDowell Boulevard and one within the Downtown, four minute travel time response boundaries from each of the stations converge near East Washington Street/North McDowell Boulevard, in the vicinity of the project site.</p> <p>Because police emergency response does not routinely come from a fixed location, the location of responding patrol cars and officers varies. With the ability of police vehicles to override traffic controls with lights, sirens, signal pre-emption and travel in opposing travel lanes in congested conditions, police response times would not be significantly delayed because of additional traffic from the proposed project. However, without emergency vehicle pre-emption provided at the proposed signal at Professional Drive/North McDowell Boulevard, emergency access impacts would be <i>significant</i>.</p>	<p>With the proposed project’s addition of a traffic signal at the intersection of Professional Drive/North McDowell Boulevard, emergency vehicle pre-emption shall be provided to mitigate this additional delay experienced by emergency responders along this corridor.</p>	<b>Less Than Significant</b>
<b>Impact PS-2: Other Public Facilities</b>	<b>Mitigation Measure PS-2</b>	
<p>During construction and operation, trucks and automobiles traveling to and from the project site would use the roadways in the vicinity of the project site. The existing signalized intersection at North McDowell Boulevard/Lynch Creek Way would be expected to serve only a limited amount of project-generated traffic, primarily truck access to the project site. Roadway configuration and sight distances appear sufficient to accommodate the addition of project-generated truck trips. However, project-generated truck trips could potentially damage Lynch Creek Way if the roadway has not been designed to accommodate such</p>	<p>The project applicant shall be responsible for investigating and providing a full roadway width structural section able to accommodate project-generated truck trips. The total costs of investigation and construction, if required based on the investigation, shall be borne upon the project.</p>	<b>Less Than Significant</b>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
truck trips on a daily basis. This is a potentially <i>significant</i> impact.		
<b>CULTURAL RESOURCES</b>		
<b>Impact CULT-1: Archaeological Resources</b>	<b>Mitigation Measure CULT-1</b>	
<p>Because there is no evidence of any structures having been located on the project site, it is highly unlikely that there would be any historic era deposits on the project site. However, given the archaeological sensitivity of the project area, it is possible that unknown prehistoric archaeological resources and/or human burials could be found on the site. Disturbance of these artifacts or remains during construction would constitute a <i>significant</i> impact.</p>	<p>CULT-1a Prior to excavation and construction on the proposed project site, the prime construction contractor and any subcontractor(s) shall be cautioned at the preconstruction meeting with the City on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the project site.</p> <p>CULT-1b If during any phase of project construction, any paleontological resources are encountered, construction activities within a fifty-meter radius shall be halted immediately, and the project applicant shall notify the City. A qualified paleontologist (or persons approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed resources. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. If any find were determined to be significant by the paleontologist, the City and the paleontologist would meet to determine the appropriate course of action. All paleontological resources recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.</p> <p>CULT-1c If during any phase of project construction, any cultural materials are encountered, construction</p>	<p><b>Less Than Significant</b></p>

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	<p>activities within a fifty-meter radius shall be halted immediately, and the project applicant shall notify the City. A qualified prehistoric archaeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. If any find were determined to be significant by the archaeologist, the City and the archaeologist would meet to determine the appropriate course of action. All cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.</p> <p>CULT-1d If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Petaluma and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the treatment and disposition of the remains shall adhere to the guidelines of the NAHC.</p>	

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