
III. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

The following corrections have been made to the Deer Creek Village Project Draft Environmental Impact Report (DEIR) in response to the comments received during the public review period. Changes to the DEIR are listed by Section and page number. Additions to the DEIR are identified by underlined text and deletions to the DEIR are identified by strikethrough text. In addition, all applicable Section V (Environmental Impact Analysis) impact and mitigation measure revisions reflected below are hereby incorporated into Section II (Summary), Table II-1 (Summary of Environmental Impacts & Mitigation Measures, of the DEIR.

COVER

There are no changes to this page.

TITLE PAGE

There are no changes to this page.

I. INTRODUCTION

The first sentence of page I-6 has been revised to read as follows:

This Draft EIR is organized into ~~seven~~ eight sections as follows:

Section I (Introduction): This section provides an introduction and a description of the intended uses of ~~3~~the EIR and the review and certification process.

II. SUMMARY

All applicable Section V (Environmental Impact Analysis) impact and mitigation measure revisions reflected in this section are hereby incorporated into Section II (Summary), Table II-1 (Summary of Environmental Impacts & Mitigation Measures, of the DEIR.

III. PROJECT DESCRIPTION

The list of agencies with jurisdiction over the proposed project on page III-35 of the DEIR has been revised to read as follows:

This EIR serves as the environmental document for all discretionary actions associated with the development of the proposed project. This EIR is intended to cover all federal, state, regional, and/or local government discretionary approvals that may be required to develop the proposed project, whether or not they are explicitly listed below. The federal, state, regional and local agencies that may have jurisdiction over the proposed project may require, but are not necessarily limited to the following:

- City of Petaluma Planning Commission for Site Plan and Architectural Review
- Petaluma City Council

IV. ENVIRONMENTAL IMPACT ANALYSIS

IV.A Impacts Found to be Less Than Significant

Noise

The last paragraph on page 46 of the Initial Study is superseded by the following FEIR text, also inserted in the FEIR, Section III under DEIR Section IV-A:

The noise report found that noise from project traffic would not significantly increase the noise level for surrounding land uses. ~~Along Professional Drive, east of North McDowell Boulevard, the noise level would increase by one decibel, which is considered a less than significant impact.~~ Existing plus project traffic noise levels on North McDowell Boulevard south of Rainier Avenue would be 69 dB, and existing plus project traffic noise levels on North McDowell Boulevard north of the proposed project's south driveway would be 70 dB. The future DNL will increase by up to 3 dB (along the new portion of Rainier Avenue). This is the unique case where a new roadway will have noticeable traffic (532 vehicles during peak hour). In the other cases, the increases are primarily due to the expected 1.7 dB increase in noise due to Highway 101. Increased noise from local roadways contributes less than one dB to the Total DNL. Due to the shielding provided by the project buildings, US-101 noise levels at the residential areas directly east of the project (across North McDowell Boulevard) will be reduced by 2 to 3 dB. A change of 3 dB is considered "just noticeable." The City's General Plan considers increases of less than DNL 4 dB to not be significant. Therefore, impacts would be less than significant.

~~Delivery truck noise levels would be more than 10 dB below the existing Highway 101 level of 65 dB; therefore, noise from delivery trucks would not significant increase existing noise levels. Up to nine delivery trucks are expected per day, between 6 am and 7 pm. The majority of delivery trucks will service the four major stores, which are located on the western portion of the site adjacent to Highway 101. Assuming all nine deliveries occur during the "nighttime" hour between 6 am and 7 am (the most conservative analysis), the delivery trucks will generate a noise level of DNL 52 dB at a distance of 100 feet. The addition of this DNL 52 dB noise source does not result in an increase of the Existing Plus Project DNL. Therefore, the impact from delivery trucks is less than significant. Although deliveries would occur to the smaller buildings proposed along North McDowell Boulevard, these deliveries would occur in smaller trucks and would not require the use of a forklift. As such, the noise levels associated with these deliveries would likely be audible within proximity to the site but would not be substantial and impacts would be less than significant.~~

Cultural Resources

Mitigation Measure CULT – 1c on page 67 of the Initial Study is superseded by the following FEIR text, also inserted in the FEIR, Section III under DEIR Section IV-A:

CULT-1c If during any phase of project construction, any cultural materials are encountered, construction 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. Additionally, should project-related ground disturbing activities take place as part of the proposed project within the State right-of-way (ROW) and there is an inadvertent archaeological or burial discovery, in compliance with the California Department of Transportation's Standard Environmental Reference Volume 2, all construction within 50 feet of the find shall cease. The Department's District 4 Cultural Resource Study Office shall be immediately contacted at (510) 286-5618.

IV.B Transportation and Traffic

Page IV.B-7 of the DEIR has been revised to read as follows:

Corona Road is a ~~secondary~~ east-west arterial connecting rural portions of Sonoma County. From Adobe Road, west to Petaluma Boulevard North and Skillman Lane, the roadway eventually provides access to Bodega Bay. The corridor includes a single through travel lanes in each direction and within the study area has a posted speed limit of 35 miles per hour.

Professional Drive is an ~~small~~ east-west trending ~~residential~~-collector street that connects Maria Drive to North McDowell Boulevard, serving the Petaluma Valley Hospital, medical offices, and medium and low density residential homes. ~~and a number of homes to McDowell Boulevard.~~ The intersection of Professional Drive and McDowell Boulevard is controlled by a stop sign on Professional Drive.

Lynch Creek Way is an ~~small~~ east-west trending street just south of the proposed project and connects to ~~several~~ various medical and office buildings uses on the west side of McDowell Boulevard and to the Petaluma Valley Hospital on the east side. The intersection of Lynch Creek Way with McDowell Boulevard is controlled by a traffic signal. A multi-use trail, which

parallels Lynch Creek less than 100 feet south of Lynch Creek Way, is diverted to the Lynch Creek Way signal to cross McDowell Boulevard in order to access the continuation of the trail on the east side of McDowell Boulevard.

Page IV.B-15 of the DEIR has been revised to read as follows:

18. East Washington Street/U.S. 101 Southbound Ramps
 – Southbound ~~Right-turn~~ Thru/Left-turn Lane

The 12th entry of Table IV.B-4 on page IV.B-15 has been revised to read as follows:

12.	Professional Drive/North McDowell Boulevard		
	Westbound Approach	>50.0	F
	Southbound Left-turn	11.7	B
	Signalized		

The last entry of Table IV.B-5 on page IV.B-16 has been revised to read as follows:

18.	East Washington Street/U.S. 101 SB Ramps		
	Eastbound Right	(100)	24
	Westbound Left	(225)	176
	Southbound Right Thru/Left	(150)	486 168 [#]

Page IV.B-23 of the DEIR has been revised to read as follows:

18. East Washington Street/U.S. 101 Southbound Ramps
 – Southbound ~~Right-turn~~ Thru/Left-turn Lane

The last entry of Table IV.B-8 on page IV.B-24 of the DEIR has been revised to read as follows:

18.	East Washington Street/U.S. 101 SB Ramps		
	Eastbound Right	(100)	70
	Westbound Left	(420)	218
	Southbound Right Thru/Left	(150)	374 187 [#]

The second paragraph on page IV.B-26 of the DEIR has been revised to read as follows:

Project Study Reports (PSR) for the Rainier interchange and cross-town connector are currently circulating for Caltrans approval. The cross-town connector would extend the existing arterial, Rainier Avenue, from North McDowell Boulevard across U.S. 101 to Petaluma Boulevard North. In the proximity of the project site, the arterial would be expected to have 4-5 travel lanes. While a preferred interchange configuration has not yet been selected, it would consist of either a "tight diamond" or "partial cloverleaf" interchange design. Northbound ramps would be located at the northwest corner of the project site. Reservation of right-of-way for the interchange and

connector has been identified on the site plan, via the precise plan line roadway alignment. Geometric improvements to the intersection of Rainier Avenue and North McDowell Boulevard for the interchange and cross-town connector are identified in the General Plan EIR (Figure 3.2-7, Lane Configurations and Traffic Control with Implementation of the Proposed General Plan). These improvements include dual left-turn, dual thru, and right-turn lanes on the eastbound approach, dual left-turn, thru, and shared thru/right-turn lanes on the northbound approach, left-turn, thru, and shared thru/right-turn lanes on the westbound approach, and left-turn, dual thru, and right-turn lanes on the southbound approach. The intersection improvements at Rainier Avenue and Petaluma Boulevard North were not identified in the associated figure, and were estimated with a minimal footprint to establish potential impacts of the project. The improvements were assumed to include dual thru and right-turn lanes on the northbound approach, left-turn and right-turn lanes on the westbound approach, and left-turn and dual thru lanes on the southbound approach. Cumulative lane geometry and traffic controls are identified on Figure IV.B-8. The interchange and cross-town connector project would be locally funded, with developer fees, redevelopment area funds, and assessments from proposed projects bordering the roadway improvement project.

The last paragraph on page IV.B-26 and continuing on to page IV.B-27 of the DEIR has been revised to read as follows:

Under the projected cumulative traffic volumes, and assuming completion of the planned infrastructure improvements provided in the General Plan 2025, all of the study intersections are expected to continue operating at essentially the same levels of service, or better, as under Existing plus Pipeline Conditions, with exception of the intersections of ~~Corona Road/North McDowell Boulevard and Rainier Avenue/North McDowell Boulevard~~. The intersections ~~are~~ is expected to operate unacceptably at LOS E during the Cumulative Conditions scenario. The Cumulative Conditions scenario Level of Service calculations are summarized in Table IV.B-10, and copies are provided in Appendix D-1.

A portion of the last paragraph on page IV.B-27 of the DEIR has been revised to read as follows:

16. East Washington Street/North McDowell Boulevard

– Southbound ~~Right turn~~ Thru/Left-turn Lane

Intersection 10, N. McDowell Blvd./Rainier Ave., of Figure IV.B-8. Cumulative Lane Geometry & Traffic Controls has been revised to show as follows:

10. ~~left turn, thru, and right turn lanes on the westbound approach;~~ left-turn, thru, and shared thru/right-turn lanes on the westbound approach

The last entry of Table IV.B-11 on page IV.B-32 has been revised to read as follows:

18.	<i>East Washington Street/U.S. 101 SB Ramps</i>		
	<i>Eastbound Right</i>	<i>(100)</i>	<i>32</i>
	<i>Westbound Left</i>	<i>(420)</i>	<i>66</i>
	<i>Southbound Right Thru/Left</i>	<i>(150)</i>	<i>132</i> <i>158</i>

The header of Table IV.B-12 on page IV.B-33 of the DEIR has been revised to read as follows:

Freeway Segment	Direction	Existing Volume¹	Theoretical Capacity²	V/C	LOS
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The last two entries of Table IV.B-15 on page IV.B-47 of the DEIR has been revised to read as follows:

21.	<i>North Project Access/Petaluma North McDowell Boulevard North (future)</i>	<i>Eastbound Right-turn</i>	--	9.6/A
22.	<i>South Project Access/Petaluma North McDowell Boulevard North (future)</i>	<i>Eastbound Right-turn</i>	--	9.8/A

Page IV.B-48 of the DEIR has been revised to read as follows:

18. *East Washington Street/U.S. 101 Southbound Ramps*
 – *Southbound ~~Right-turn~~ Thru/Left-turn Lane*

The last entry of Table IV.B-11 on page IV.B-32 has been revised to read as follows:

18.	<i>East Washington Street/U.S. 101 SB Ramps</i>		
	<i>Eastbound Right</i>	<i>(100)</i>	<i>25</i>
	<i>Westbound Left</i>	<i>(420)</i>	<i>197</i>
	<i>Southbound Right Thru/Left</i>	<i>(150)</i>	<i>195</i> <i>171[#]</i>

Page IV.B-46 has been revised to include mitigation measure TRAFFIC-1 and reads as follows:

Mitigation Measure TRAFFIC-1

If temporary sidewalk blockages could not be avoided, the project sponsor shall be required to provide safe and accessible pedestrian facilities along the project's frontage until the temporary blockage is removed.

The header of Table IV.B-17 on page IV.B-51 of the DEIR has been revised to read as follows:

Freeway Segment	Direction	Existing Volume[‡]	Theoretical Capacity	V/C	LOS
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The last full paragraph on page IV.B-51 of the DEIR has been revised to read as follows:

The Existing plus Pipeline plus Project scenario presents an evaluation of the potential traffic impacts that are expected to occur during the p.m. peak hour with the addition of traffic from the proposed project on Existing plus Pipeline traffic levels. Infrastructure improvements are assumed to remain the same as in the Existing plus Pipeline Condition; however, a traffic signal is proposed and would be installed by the proposed project at the intersection of Professional Drive/North McDowell Boulevard. Under these Existing plus Pipeline plus Project conditions, all of the study intersections are expected to continue operating at essentially the same levels of service or better, with exception of Corona Road/North McDowell Boulevard, ~~Corona Road/Petaluma Boulevard North~~ and East Washington Street/North McDowell Boulevard. The Existing plus Pipeline plus Project Conditions Scenario Level of Service calculations are summarized in Table IV.B-18, and copies are provided in Appendix D-1.

The last two entries of Table IV.B-18 on page IV.B-52 of the DEIR has been revised to read as follows:

21.	North Project Access/ Petaluma North McDowell Boulevard North (future) Eastbound Right-turn		9.7	A
22.	South Project Access/ Petaluma North McDowell Boulevard North (future) Eastbound Right-turn		10.2	B

The last entry of Table IV.B-19 on page IV.B-56 has been revised to read as follows:

18.	East Washington Street/U.S. 101 SB Ramps			
	Eastbound Right	(100)	60	
	Westbound Left	(420)	244 [#]	
	Southbound Right Thru/Left	(150)	364 173 [#]	

The header of Table IV.B-20 on page IV.B-57 of the DEIR has been revised to read as follows:

Freeway Segment	Direction	Existing Volume[‡]	Theoretical Capacity	V/C	LOS
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The first full paragraph on page IV.B-61 of the DEIR has been revised to read as follows:

*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 ~~south~~ northwest 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 **significant** project impact.*

The last two entries of Table IV.B-21 on page IV.B-69 of the DEIR has been revised to read as follows:

21.	North Project Access/ Petaluma <u>North McDowell</u> Boulevard North	Eastbound Right-turn	11.6	B
22.	South Project Access/ Petaluma <u>North McDowell</u> Boulevard North	Eastbound Right-turn	10.5	B

The last entry of Table IV.B-22 on page IV.B-70 has been revised to read as follows:

18.	East Washington Street/U.S. 101 SB Ramps		
	Eastbound Right	(100)	34
	Westbound Left	(420)	66
	Southbound Right Thru/Left	(150)	434 158

The header of Table IV.B-23 on page IV.B-71 of the DEIR has been revised to read as follows:

Freeway Segment	Direction	Existing Volume ¹	Theoretical Capacity ²	V/C	LOS
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Impact TRAFFIC-18 on page IV.B-71 of the DEIR has been revised to read as follows:

Impact Traffic-18 Site Access - Various

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, representing a significant impact at the following locations:

- The eastbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 350 feet (Dual Left-turn Lanes)
- The northbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 600 feet (Dual Left-turn Lanes)
- The southbound left-turn lane at Rainier Avenue/North McDowell Boulevard requires 200 feet
- ~~The northbound left turn lane at Professional Drive/North McDowell Boulevard requires 125 feet.~~ (While the requirement for 125 feet of storage remains in the Cumulative condition, it is already identified in Impact TRAFFIC-8d, on page IV.B-59 of the DEIR)

~~This is a **significant impact**.~~

The intersection of Rainier Avenue and North McDowell Boulevard is identified in the General Plan as having geometric improvements to accommodate the above mentioned turn lanes with the Rainier Avenue interchange and cross-town connector project. Implementation of the following mitigation measure would reduce this impact to a **less-than significant** level:

Mitigation Measure Traffic-18

The proposed project shall contribute to the City Traffic Impact Mitigation fees for the installation of intersection improvements, in the Cumulative plus Project condition, at the intersection of Rainier Avenue/North McDowell Boulevard. Further, the Project shall conform to the precise plan line to accommodate the number of turn lanes and storage lengths identified above.

~~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.~~

- ~~• The eastbound left turn lane at Rainier Avenue/North McDowell Boulevard requires 350 feet~~
- ~~• The northbound left turn lane at Rainier Avenue/North McDowell Boulevard requires 600 feet~~
- ~~• The southbound left turn lane at Rainier Avenue/North McDowell Boulevard requires 200 feet~~
- ~~• The northbound left turn lane at Professional Drive/North McDowell Boulevard requires 125 feet~~

IV.C Air Quality

Table IV.C-9 on page IV.C-25 of the DEIR has been revised to read as follows:

Source	Unmitigated	Mitigated
Transportation	7,091	6,949
Area Sources	1	1
Electricity usage	983	786
Natural gas	111	89
Water & wastewater	13	13
Solid waste	508	508
Total	8,707	8,346
Emissions per capita*	13.5	13.0
Significance Threshold	4.6	4.6
Significant Impact?	Yes	Yes
Source: Illingworth & Rodkin, Inc. 2011		

Mitigation measure AQ-1 on page IV.C-21 of the DEIR has been revised to read as follows:

Mitigation Measure AQ-1

Because proposed project construction would generate (particulate matter) PM_{10} emissions, the following BAAQMD standard dust abatement measures also required by General Plan 2025 Policy 4-P-15.C, are required to reduce construction-related air quality impacts to a less-than-significant level. Additional construction mitigation measures from BAAQMD's Table 8-3 are also included because the project exceeds BAAQMD's NO_x threshold for construction-related emissions. Also, applicable construction-related mitigation measures from General Plan Policy 4-P-16 have also been added to Mitigation Measure AQ-1. The project sponsors shall require that the following practices be implemented by requiring their inclusion in all contractor construction documents:

- ~~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.~~
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- ~~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.~~
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
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.

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- ~~6. Replant vegetation in disturbed areas as quickly as possible.~~
 7. Suspend construction activities that cause visible dust plumes to extend beyond the construction site.
 - ~~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.~~
 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.
 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.
 11. During site grading, the developer or contractor shall provide a plan for approval by the City or BAAQMD demonstrating that the heavy-duty (>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_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2011.
 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.
 14. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
 15. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
 16. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
 17. 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.

18. 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.
19. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
20. 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.
21. 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.
22. Minimize the idling time of diesel powered construction equipment to two minutes.
23. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
24. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
25. Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM.
26. Require that all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.
27. Encourage the use of alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline).
28. Encourage the use of add-on control devices such as diesel oxidation catalysts or particulate filters.
29. Phase construction of the project as proposed in the DEIR project description at page III-34.
30. Limit the hours of operation of heavy duty equipment.

The typographical error on page IV.C-25 of the DEIR has been revised to read as follows:

“Emissions associated with construction were assumed to all occur in ~~2014~~ 2012 through 2014”.

The asterisk at the bottom of Table IV.C-9 on page IV.C-25 of the DEIR is a typographical error and has been removed from the DEIR.

Mitigation Measure AQ-4 on pages IV.C-26 and IV.C-27 of the DEIR are revised as follows:

Mitigation Measure AQ-4

The applicant shall reduce air pollutant emissions from both vehicle trips and area sources by implementing the following measures:

1. *Provide preferential parking near the office building entrance for carpool and vanpool vehicles.*
2. *Pedestrian facilities shall include easy access and signage to bus stops and roadways that serve the major site uses.*
3. *Project site employers shall be required to promote transit use by providing transit information and incentives, ~~to employees~~ for example, transit subsidies or free transit passes to employees.*
4. *Provide exterior electrical outlets to encourage use of electrical landscape equipment at retail and office uses.*
5. *Prohibit idling of trucks at loading docks for more than 5 minutes per State law and include signage indicating such a prohibition.*
6. *Provide 110- and 220-volt electrical outlets at loading docks.*
7. *Provide battery-powered, electric, or other similar equipment that does not impact local air quality for project maintenance activities.*
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). Provide solar hot water systems for the fitness center.*
9. *During final design, the applicant shall develop Green Building standards or equivalent that would reduce 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.*
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.*
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.*

12. *Require a percentage of parking spaces in large parking lots or garages to provide electrical vehicle charging facilities.*
13. *Prohibit the use of incandescent light bulbs for interior lighting.*
14. *Reduce parking hardscape while still meeting City Code requirements for parking.*
15. *Require the use of “cool pavement” that reflects more solar energy.*
16. *Purchase “green electricity” from solar, geothermal, wind, or hydroelectric sources through green tags.*
17. *Provide prioritized parking for hybrid vehicles.*

V. GENERAL IMPACT CATEGORIES

The last paragraph on page V-3 of the DEIR has been revised to read as follows:

Along with good retail performance, the City has experienced a net inflow of consumer spending above demand generated by its residents, also known as “retail capture.” This regional demand is captured in retail areas such as apparel, food stores, auto dealers and supplies, service stations, and general merchandise. However, the City “leaks” sales in the apparel, restaurants, service stations, building materials and construction categories. For example, the closure of Home Depot Yardbirds in the spring of 2009, has added to building and construction sales losses. The City captures an estimated \$62 million in net retail, which suggests that as a whole, local establishments sold 12 percent more than would be expected from demand from local trade area residents alone. The City’s retail sales are estimated at \$817 million a year based on the normalized 10-year average.

The last paragraph on page V-6 of the DEIR has been revised to read as follows:

Another important piece of the Economic Development Strategy was its recommendation for the creation and staffing of a City position focused on economic development and the needs of businesses. The position was approved by the City Council and the City is currently recruiting for the position. This further points to the proactive stance of the City of Petaluma in assisting existing businesses during the economic ~~downtown~~ downturn as well as drawing new businesses to town. This type of position will play an important role in working with businesses to re-tenant existing retail spaces and allow the City to stay proactive in maintaining Petaluma’s vitality during potential shifts in retail vacancies.

VI. ALTERNATIVES

There are no changes to this section.

VII. PREPARERS OF THE EIR AND PERSONS CONSULTED

The EIR Consultants section on page VII-1 of the DEIR has been updated to read as follows:

WRA, Inc.

Tom Fraser, President

Geoff Reilly, Senior Associate Environmental Planner (Project Manager)

Phil Greer, Senior Plant Ecologist

Jeff Dreier, Senior Wildlife Ecologist

Tyler Barns, Assistant Environmental Planner

Nate Bello, Assistant Environmental Planner

Liza Wozniak, Assistant Environmental Planner

Michael Rochelle, GIS Technician

VIII. REFERENCES

There are no changes to this section.

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