

2 REPORT SUMMARY

This chapter presents an overview of the analysis contained in this Draft EIR. CEQA requires that this chapter summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; 4) implementation of mitigation measures; and 5) alternatives to the project.

A. Project Under Review

This Draft EIR provides an assessment of the potential environmental consequences of the proposed East Washington Place project, which includes:

- ◆ Replacement of existing uses with a 24.5-acre retail component on the northwest portion of the site, and a 12.6-acre residential component on the southeast portion of the site. The proposed retail project would include up to approximately 298,000 square feet of retail space and 1,260 parking spaces. The proposed residential project would include about 227 residential units, including townhomes, rowhouses, and mixed-use condominiums; and about 570 parking spaces.
- ◆ Realignment of Kenilworth Drive to provide a direct connection through the site between East Washington Street to Lindberg Lane.
- ◆ Off-site improvements to the roadway system. This includes improvements to East Washington Place to allow for ingress and egress, and the creation of Johnson Drive around the existing swim center and skate park.
- ◆ General Plan Amendment to change the land use designation from “Existing School District Land” and “Industrial” to “Mixed Use” and a Zone Change from “R-1-6,500” and “Light Industrial” to “Planned Unit Development”.
- ◆ Approval of a Vesting Tentative Map.

B. Areas of Controversy

At the Scoping Meeting for the project, there were concerns raised by the community mainly focusing on the potential traffic impacts of the project on East Washington Plan, as well as the potential loss of recreational facilities as a result of the project.

C. Significant Impacts

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise and objects of historic and aesthetic significance.

The proposed project has the potential to generate environmental impacts in a number of areas that could be significant:

- ◆ Aesthetics
- ◆ Air Quality
- ◆ Biological Resources
- ◆ Cultural Resources
- ◆ Geology and Soils
- ◆ Hazards and Hazardous Materials
- ◆ Hydrology and Water Quality
- ◆ Noise
- ◆ Transportation
- ◆ Utilities

As shown in Table 2-1, many of the significant impacts in these areas would be reduced to a less-than-significant level if the mitigation measures recommended in this report were implemented. Impacts that would remain significant and unavoidable regardless of mitigation are discussed below in Section E: Unavoidable Significant Impacts.

D. Mitigation Measures

This Draft EIR suggests mitigation measures that would reduce many of the impacts in the areas identified above to less-than-significant levels, as summarized in Table 2-1.

E. Unavoidable Significant Impacts

The proposed project would cause unavoidable significant impacts with respect to air, noise and traffic, as follows:

- ◆ **Impact AQ-1:** The project would result in development that exceeds the intensity anticipated in the latest clean air planning assumptions.
- ◆ **Impact AQ-3:** The project would generate new emissions that would affect long-term air quality. A majority of the emissions generated by full buildout of the project would be produced by traffic.
- ◆ **Impact AQ-5:** The project would expose sensitive receptors to unhealthy levels of TACs emitted by traffic on Highway 101.
- ◆ **Impact NOI-2:** Residential land uses are proposed where the existing ambient noise level resulting from vehicular traffic on Highway 101 exceeds 60 dBA Ldn, the City of Petaluma's General Plan Policy for residential outdoor activity areas. Noise levels also exceed 60 dBA Ldn, the City's discretionary goal for noise levels in residential outdoor activity areas.
- ◆ **Impact TRA-2:** The proposed project would add about 52 AM peak hour vehicles to the Lakeville Street/Caulfield Lane intersection in the year 2025.
- ◆ **Impact TRA-5:** *Freeway Operations.* The project would contribute traffic to freeway segments operating unacceptably at LOS F in 2010 and 2025.
- ◆ **Impact TRA-15:** The proposed project would result in the removal of 21 parking spaces in the skate park parking area and the reconfiguration of

the existing 17-parking spaces adjacent the swim center to provide 18 spaces.

- ◆ **Impact UTIL-1:** The proposed project would generate a demand for water that would exceed existing entitlements and resources.
- ◆ **Impact UTIL-3:** The proposed project would contribute to a cumulative impact associated with a lack of adequate water supplies to meet the cumulative demand under the existing or 2025 General Plan.

F. Alternatives to the Project

This Draft EIR analyzes alternatives to the proposed project. Six alternatives to the proposed project are considered:

- ◆ **No Project Alternative with the Existing General Plan.** Under this alternative, which is required under CEQA, the proposed project would not be constructed and the site would be redeveloped per the current zoning designations for residential and light industrial uses.
- ◆ **No Project with the Proposed General Plan.** Under this alternative, which is required under CEQA, the proposed project would not be constructed and the site would be redeveloped per the proposed General Plan land use and zoning designations.
- ◆ **Mitigated Project Alternative.** This alternative is designed to avoid many of the impacts identified in Chapter 4 resulting from the proposed project.
- ◆ **Bus Yard Alternative.** The bus yard would remain on-site for this alternative. The residential development would be redesigned in a similar fashion to the proposed site plan to maintain the same number of units as the proposed project, but the retail portion of the project would be reduced to a maximum of 250,000 square feet.
- ◆ **Retail/Residential Alternative.** This alternative would involve the construction of residential uses along Kenilworth Drive and retail along Highway 101.

- ◆ **All Retail Alternative.** This alternative includes the construction and operation of retail uses only on the site.

G. Summary Table

A summary of impacts and mitigation measures identified in this report is presented in Table 2-1, which is organized to correspond with the environmental issues discussed in Chapter 4. This table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. A series of mitigation measures is noted where more than one mitigation may be required to achieve a less-than-significant impact. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4.

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
AES-1: The allowable lighting levels proposed for the project would exceed the City's allowable lighting levels at the property line. As a result, the project could significantly increase lighting levels on adjacent properties in excess of what would otherwise be allowed.	S	AES-1: The project applicant will modify the proposed General Development Standards for the proposed project to comply with the lighting requirements of Section 22-304 of the Petaluma Zoning Ordinance, specifically by not allowing direct glare from non-parking lot lighting at the property line.	LTS
AGRICULTURAL RESOURCES			
<i>There are no significant impacts to agricultural resources.</i>			
AIR QUALITY			
AQ-1: Because the project is not accounted for in the City's 1987 General Plan, which was used to create the latest clean air plan, the project would result in development that exceeds the intensity anticipated in the latest clean air planning assumptions. This is considered to be a <i>significant</i> impact.	S	AQ-1: The project applicant should off-set air pollutant emissions from both traffic trips and area sources through the measures listed below. <ul style="list-style-type: none"> ◆ Bicycle amenities should be provided for the project. This would include secure bicycle parking for retail employees, bicycle racks for retail customers, and bike lane connections. This vehicle trip reduction measure could reduce emissions by an additional 0.5 percent. ◆ Pedestrian facilities should include easy access and signage to bus stops and roadways that serve the major site uses (e.g. retail and residential uses). This may reduce emissions by an additional 0.5 percent. ◆ Project site employers should be required to promote transit use by providing transit information and incentives to employees. This measure may reduce emissions by about 0.5 percent. 	SU

LTS = Less Than Significant PS = Potentially Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significance Before Mitigation	Significant Impact	Mitigation Measures	Significance With Mitigation
AQ-1 <i>continued</i>	<ul style="list-style-type: none"> ◆ Provide exterior electrical outlets to encourage use of electrical landscape equipment at retail and residential uses. ◆ Prohibit idling of trucks at loading docks for more than 3 minutes and include signage indicating such a prohibition. ◆ Provide 110- and 220-volt electrical outlets at loading docks. ◆ Implement a landscape plan that provides shade trees along pedestrian pathways. ◆ Implement “Green Building” designs (e.g. Leadership in Energy and Environmental Design – LEED) into new residences to increase energy efficiency of proposed dwellings, which would reduce the future energy demand caused by the project. 		LTS
AQ-2:	<p>Construction activity during buildout of the project would generate air pollutant emissions that could expose sensitive receptors to substantial pollutant concentrations. This is a <i>significant</i> impact.</p>	<p><u>AQ-2:</u> The following is a list of feasible control measures that the BAAQMD recommends to limit construction emissions of PM₁₀. These mitigation measures should be implemented for all areas (both on-site and off-site) where construction activities would occur.</p> <ul style="list-style-type: none"> ◆ Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times. ◆ Cover all hauling trucks or maintain at least 2 feet of freeboard. Dust-proof chutes should be used as appropriate to load debris onto trucks during demolition. ◆ Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas. 	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significance Before Mitigation	Significant Impact	Significance With Mitigation
AQ-2 <i>continued</i>	Mitigation Measures	Mitigation
	<ul style="list-style-type: none"> ◆ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. ◆ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e. previously-graded areas that are inactive for 10 days or more). ◆ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. ◆ Limit traffic speeds on any unpaved roads to 15 mph. ◆ Replant vegetation in disturbed areas as quickly as possible. ◆ Suspend construction activities that cause visible dust plumes to extend beyond the construction site. ◆ Limit the area subject to excavation, grading and other construction activity at any one time. ◆ During renovation and demolition activities, removal or disturbance of any materials containing asbestos or other hazardous pollutants will be conducted in accordance with BAAQMD rules and regulations. ◆ Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. The project should ensure that emissions from all construction diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) should be repaired immediately. 	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2 <i>continued</i>		<ul style="list-style-type: none"> ◆ The contractor should install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors). ◆ Diesel equipment standing idle for more than three minutes should be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences. ◆ Properly tune and maintain equipment for low emissions. 	SU
AQ-3: The project would generate new emissions that would affect long-term air quality. A majority of the emissions generated by full buildout of the project would be produced by traffic. This would be a <i>significant</i> impact.	S	AQ-3: The project applicant should implement the measures identified in Mitigation Measure AQ-1.	SU
AQ-4: Potential dry cleaning operations allowable under the project could adversely impact adjacent or nearby residences proposed as part of the project. This would be a <i>significant</i> impact	S	AQ-4: On-site dry cleaning operations that use solvents should be prohibited unless the applicant provides air quality analysis conducted in conformance with guidelines recommended by the BAAQMD that indicate that they pose a less-than-significant health risk.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significance Before Mitigation	Significant Impact	Mitigation Measures	Significance With Mitigation
S	<p>AQ-5: The project would expose sensitive receptors to unhealthy levels of TACs emitted by traffic on Highway 101. This would be a <i>significant</i> impact.</p>	<p>AQ-5: There are no measures available to control the emissions from Highway 101 traffic, besides measures that CARB is implementing as part of the States Diesel Particulate Risk Reduction Plan. Indoor exposures could be reduced through the use of centralized forced-air mechanical ventilation systems that contain appropriate filter systems to reduce particulate matter in the delivered air. However, the system would have to be maintained (e.g. filters changed on a prescribed basis) and residences would have to be equipped with low-air infiltration windows and sealed doors to prevent air contamination. Opening of windows by occupants would reduce the effectiveness of this measure. The only effective manner to reduce this impact would be to include 150-foot buffers between the roadway and new residential dwellings. In any case, new residents should be informed of the risk from exposure to DPM from Highway 101 traffic through rental agreements or real property disclosures statements.</p>	SU
S	<p>AQ-6: The project would expose new residences to existing air quality nuisances associated with the Petaluma Speedway and proposed truck loading facilities. This would be a <i>significant impact</i>.</p>	<p>AQ-6: Prior to occupation of the project, the applicant shall develop an agreement with the Petaluma Speedway that provides dust control for their facilities. The applicant will be responsible for enforcing the agreement. This will include either or a combination of watering and applying non-toxic dust suppressants to active portions of the facility that are not paved, including parking areas, dirt driveways, race staging areas, and the racetrack. The racetrack will also be required to prevent the tracking of dirt or mud on to paved access roads (e.g. a requirement to sweep the access roadways adjacent to the non-paved areas at the speedway after events/activities).</p>	LTS
		<p>Application of Mitigation Measure AQ-1 (prohibition of truck idling in excess of 3 minutes) will reduce the impact from truck deliveries at the proposed commercial loading docks near proposed residences.</p>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significance Before Mitigation	Significance With Mitigation	Mitigation Measures
BIOLOGICAL RESOURCES	S	LTS
<p>BIO-1: Proposed development could result in the direct loss or temporary construction disturbance to tree nesting raptors if new nests are established in the future in advance of construction.</p>	<p>BIO-1: Adequate measures should be taken to avoid inadvertent take of raptor nests in active use. This should be accomplished by taking the following steps.</p> <ul style="list-style-type: none"> ◆ If construction is proposed during the nesting season (March – August), a focused survey for nesting raptors and other migratory birds should be conducted by a qualified biologist within 30 days prior to the onset of construction, in order to identify any active nests on the proposed project site and within 300 feet of proposed construction, not just trees slated for removal. ◆ If no active nests are identified during the survey period, or if development is initiated during the non-breeding season (September – February), tree removal, grading and construction may proceed. ◆ If raptors nests are found, an adequate setback should be established around the nest location and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone should be based on input received from the CDFG and/or USFWS following the focused surveys, but prior to demolition/construction, and may vary depending on species and sensitivity to disturbance. The no-disturbance zone should be fenced with temporary chain link fencing. ◆ A report of findings should be prepared by the qualified biologist and submitted to the City for review and approval prior to initiation of grading and demolition/construction during the nesting season (March – August). The report should either confirm the absence of any active nests or should confirm that any young within a designated no-disturbance zone have successfully fledged and demolition/construction can proceed. 	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before		Mitigation Measures	Significance With Mitigation	
	Mitigation	Mitigation		Mitigation	Mitigation
BIO-2: Proposed development would eliminate the jurisdictional wetlands on the site, collectively affecting 0.32-acre of wetlands and waters. This would be considered a <i>significant</i> impact.	S	S	BIO-2: Adequate measures should be taken to mitigate the loss of jurisdictional waters. An application should be submitted to the Corps and RWQCB and necessary authorizations obtained under the CWA and any other applicable federal and state regulations prior to issuance of a grading permit. Any jurisdictional waters that are lost or disturbed should be mitigated on a “no-net-loss” basis in accordance with the Corps mitigation guidelines, either through on-site or off-site replacement or through participation in purchase of mitigation credits from an approved mitigation bank at a minimum 1:1 ratio or as otherwise required by the Corps and RWQCB. If on-site or off-site wetland habitat creation is proposed, then a detailed wetland mitigation and monitoring plan should be prepared by a qualified wetland specialist and submitted to the Corps and the RWQCB as part of the Section 404 permit application and the Section 401 Water Quality Certification. Any habitat creation, restoration, and/or enhancement should specify performance criteria, maintenance and long-term management responsibilities, monitoring requirements, and contingency measures, and should provide a minimum five years of maintenance and monitoring.	LTS	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
CULTURAL RESOURCES			
CUL-1: Subsurface or buried archaeological, historical, paleontological materials and/or human remains may be discovered during construction, grading, trenching or other activities associated with implementation of the proposed project. Destruction or disturbance of such undiscovered resources constitutes a <i>significant</i> impact.	S	<u>CUL-1a:</u> If evidence of archeological, historical, paleontological artifacts and/or human remains are discovered during construction, all operations within an area at and adjacent to the discovered site should halt until a qualified archeologist determines the extent and significance of the finds and recommends appropriate mitigation measures. <u>CUL-1b:</u> If human remains are discovered during construction, all construction and excavation activity should cease and the county coroner should be notified, pursuant to Section 7050.5 of California's Health and Safety Code. If the remains are of a Native American, the coroner must notify the California Native American Heritage Commission within 24 hours, which in turn will inform a most likely descendant pursuant to Section 5097.98 of the State Resources Code. The descendant will recommend the appropriate disposition of the remains and any associated grave goods.	LTS
GEOLOGY AND SOILS			
GEO-1: Large earthquakes could generate strong to violent ground shaking at the site and could cause damage to buildings and infrastructure and threaten public safety. This is considered a <i>significant</i> impact.	S	<u>GEO-1:</u> All construction activities should meet the California Building Code regulations for seismic safety (i.e. enforcing perimeter and/or load-bearing walls, bracing parapets, etc.).	LTS
GEO-2: The proposed project facilities on the southern portion of the site could be damaged by liquefaction and resulting localized differential settlement. This is considered a <i>significant</i> impact.	S	<u>GEO-2-6:</u> The geotechnical recommendations for mitigation of liquefaction and resulting localized differential settlement, undocumented fills, shallow groundwater, corrosive potential and expansive soils, that are contained in the Lowney Associates geotechnical reports dated April 28 and May 28, 2004, should be implemented.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
GEO-3: The undocumented fills could undergo settlement that could cause damage to foundations and pavements. This is considered to be a <i>significant</i> impact.	S	Implementation of Mitigation Measure GEO-2 would address this impact.	LTS
GEO-4: The presence of relatively shallow groundwater could impact grading and underground construction and equipment. This is considered to be a <i>significant</i> impact.	S	Implementation of Mitigation Measure GEO-2 would address this impact.	LTS
GEO-5: Due to the presence of soil with a moderate or severe potential to corrode buried metallic improvements constructed in the project area, this is considered to be a <i>significant</i> impact.	S	Implementation of Mitigation Measure GEO-2 would address this impact.	LTS
GEO-6: Expansive soils could cause damage to foundations and pavements. This is considered to be a <i>significant</i> impact.	S	Implementation of Mitigation Measure GEO-2 would address this impact.	LTS
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: Implementation of the proposed project at the 993 Lindberg Lane site has the potential to expose future residents at the project site to soil and groundwater contaminants.	S	<u>HAZ-1:</u> Prior to building permit approval, the project applicant should secure Risk-based Closure for the non-residential UST and Residential Risk-based Closure for the residential uses from the San Francisco Bay RWQCB. The project applicant should also comply with any applicable requirements set by the Certified Unified Program Agency (Petaluma Fire Department in this case) concerning removal and disposal of the UST.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation		Mitigation Measures	Significance With Mitigation	
	S	S		LTS	LTS
HAZ-2: Demolition of the Carter Field Little League facilities and the bus maintenance facility may result in worker exposure to asbestos containing materials (ACMs) and the release of airborne asbestos.	S	S	HAZ-2: Prior to demolition of the Carter Field and the bus maintenance facility at 993 Lindberg Lane, the applicant should coordinate with the Bay Area Air Quality Management District (BAAQMD) to arrange for an inspection of structures to be demolished. If asbestos is detected in either structure, the demolition and removal of asbestos-containing building materials will be subject to applicable BAAQMD Regulations and the applicant would be required to obtain a Job Number from the BAAQMD. The applicant would be required to present the Job Number to the City Building Department before demolition could commence.	LTS	LTS
HAZ-3: During the project construction period, the proposed project may increase fire danger related to the City of Petaluma's annual Fourth of July fireworks show due to the fire risk posed by burning embers falling on exposed construction materials.	S	S	HAZ-3a: The Petaluma Fire Department and General Contractor should meet several weeks before the Fourth of July fireworks event for logistical planning and to determine what areas must be cleaned and protected from possible firework fallout. The Petaluma Fire Department should also coordinate with the State Fire Mar should at least two weeks before the event to ensure that any of the Marshall's concerns are adequately addressed. HAZ-3b: During the project construction period, the developer should be required to hire Petaluma Fire Department crew to stand by with trucks during the fireworks show to monitor the site for potential fires started by falling embers on construction materials.	LTS	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HYDROLOGY AND WATER QUALITY			
HYDRO-1: Development of the project site could degrade water quality during construction and post-construction due to the intensification of urban land uses and increased imperviousness. Because a Storm Water Pollution Prevention Plan (SWPPP), which would normally include construction-phase housekeeping measures and post-construction source-control and treatment best management practices (BMPs), for the project site has not yet been prepared, the project would lead to significant impacts on surface and groundwater quality.	S	HYDRO-1a: No grading permits or other construction permits for the project site should be issued until the project applicant prepares a SWPPP and the SWPPP is reviewed and approved by the City of Petaluma. HYDRO-1b: Prior to construction, the applicant should submit preliminary calculation or design details to the City justifying adequate on-site treatment measures to comply with the City NPDES permit, specifically, the numeric design criteria provided in Attachment 4 of the NPDES permit.	LTS
HYDRO-2: The lack of an erosion control plan would lead to a significant impact on surface and groundwater quality.	S	HYDRO-2: The project applicant should prepare and submit an erosion control plan. The plan should be reviewed and approved by the City of Petaluma prior to issuance of a grading permit for the proposed development. The erosion control plan should 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 should 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.	LTS

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Significance Before	Mitigation	Mitigation Measures	Significance With Mitigation
S	<p>HYDRO-3: There would be a net increase in runoff from the site during 10- and 100-year storm events. Since the final design for the storm drain system, including any potential off-site downstream drainage improvements, has not been finalized or approved by Sonoma County Water Agency, the increase in off-site flows would be a <i>significant</i> impact.</p>	<p>HYDRO-3a: The project applicant should provide a storm drain infrastructure analysis that demonstrates the adequacy of the proposed storm drain facilities to accommodate the proposed development of the project site. The applicant should identify necessary improvements on-site to provide capacity and include those improvements in site development. Prior to issuance of a building permit, the applicant should secure approval from the Sonoma County Water Agency for the proposed storm drainage plans.</p> <p>HYDRO-3b: The applicant should evaluate all off-site storm drain systems used for surface runoff exiting the project. The evaluation should include all storm drains from the project site to the Petaluma River. The applicant should be responsible for constructing any off-site improvements necessary, as determined by the evaluation and the City, to provide the required capacity.</p>	LTS
S	<p>HYDRO-4: The ultimate volume of groundwater that the City would use to accommodate cumulative growth is unknown and will remain so until a water supply program is adopted. The project would contribute to a cumulative demand for groundwater that could exceed supply, depending on the selected program. Until such a time as a program is adopted and the volume of groundwater to be used through 2025 is known, the project could contribute to a <i>significant</i> cumulative impact on groundwater supplies.</p>	<p>HYDRO-4: The City should continue to examine the availability of alternative, long-term water sources, including but not limited to groundwater supplies and move to adopt a supply program early in 2007. The City should not issue a building permit to the project until a water supply program has been adopted, which does not exceed the availability of groundwater supplies.</p>	LTS (based on the assumption that the City will adopt a water supply program in 2007 in advance of the project being permitted)
LAND USE			
<i>There are no significant impacts regarding land use.</i>			

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation		Mitigation Measures	Significance With Mitigation
	S	LTS		
NOISE				
NOI-1: The noise limits included in the proposed Development Standards are not consistent with the City's Noise Ordinance and General Plan and State Building Code standards. This is a <i>significant</i> impact.	S	LTS	NOI-1: The applicant should revise the Development Standards to eliminate the noise level limits and defer to the City's Noise Ordinance (Zoning Ordinance Article 22, Performance Standards, Section 22-301) and General Plan noise standards (Chapter 11, Section 11.9, Policy 25). Mention of these sections should be included into the Development Standards to clarify where additional information on acceptable noise levels can be found.	LTS
NOI-2: Residential land uses are proposed where the existing ambient noise level resulting from vehicular traffic on Highway 101 exceeds the City of Petaluma's General Plan Policy for residential outdoor activity areas. Interior noise levels in housing exposed to exterior noise levels exceeding dBA Ldn could also exceed the City and State interior noise threshold of 45 dBA Ldn. This is a <i>significant</i> impact.	S	SU	NOI-2: The project includes an 8-foot high sound wall along the residential frontage common with Highway 101. Increasing the height of the sound wall could further reduce noise levels around the ground floor areas of the buildings and in common areas adjacent to the sound wall in the southern portion of the site. The elevation of the site (and the base of the sound wall) is approximately 3 to 4 feet below the elevation of the highway, further reducing the effectiveness of the sound walls. That is, an 8-foot high sound wall as measured above the base of the wall is only 4 to 5 feet above the grade of the highway. Various height sound walls were tested to determine the benefits from higher sound walls. Increasing the height of the proposed sound wall from 8 feet to 14 feet, the maximum feasible height, would provide an additional 5 dBA of noise attenuation in ground floor areas behind the sound wall. However, this will still not reduce ground floor noise exposure levels to 60 dBA for outdoor activity areas proposed on the entire site.	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
NOI-2 <i>continued</i>	<p>In order to achieve the City and State’s indoor noise requirement, sound-rated wall, windows and doors are required at various exterior building facades. The minimum Sound Transmission Class Ratings (STC) for these building elements likely will be specified between an STC of 26 and 50. Pursuant to the requirements of the City of Petaluma and the State Building Code, a detailed noise assessment will be required for all new residential development exposed to noise levels exceeding 60 dBA Ldn, following the guidelines set forth in the State Building Code, and would be required to be submitted to the local building department for approval prior to issuance of a Building Permit. All housing on the site should be equipped with forced-air mechanical ventilation or air-conditioning, as necessary, to achieve a habitable interior environment with the windows closed, satisfactory to the local building official.</p>	<p><u>NOI-3:</u> Design all residential buildings in the western portion of the project with orientation of line-of-sight towards the Petaluma Speedway to provide at least 40 dBA of noise reduction when going from outside to inside. The second and subsequent rows of housing should be designed to provide at least 30 dBA of noise reduction when going from outside to inside. Measures outlined in Mitigation Measure NOI-1 to achieve appropriate indoor noise levels are applicable to this impact as well. Provide appropriate disclosure statements to future residents describing the noise impacts caused by operations at the fairgrounds.</p>	LTS
POPULATION, HOUSING AND URBAN DECAY	<p>Residences proposed along Kenilworth Drive across from the Petaluma Speedway would be exposed to noise levels of up to 69 dBA Ldn on race days. Furthermore, during the races hourly average levels would frequently exceed 70 dBA L_{eq} and maximum noise levels would typically range from 80-90 dBA. Noise levels would therefore exceed the compatibility threshold established by the City of Petaluma, cause speech disturbance outside and inside the residences, and cause sleep disturbance. This is a <i>significant</i> impact.</p>	<p><i>There are no significant impacts regarding population, housing and urban decay.</i></p>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
PUBLIC SERVICES			
<i>There are no significant impacts regarding public services.</i>			
TRANSPORTATION			
<p>TRA-1: 95th percentile year 2010 vehicle queues could be accommodated within available distances between intersections or within the lengths of turn pockets and off-ramps, with the following three exceptions where PM peak hour project traffic would produce a <i>significant</i> impact.</p> <ul style="list-style-type: none"> East Washington Street/McDowell Boulevard: <ul style="list-style-type: none"> Eastbound East Washington Street approach left turn lanes Eastbound East Washington Street approach through lanes East Washington Street/Highway 101 Southbound Ramps: <ul style="list-style-type: none"> Westbound East Washington Street approach left turn lane 	S	<p>TRA-1a: Implement the following improvements to the East Washington Street/McDowell Boulevard intersection:</p> <ul style="list-style-type: none"> <i>Eastbound left turn lanes:</i> The applicant should request that the City conduct signal timing adjustments, and should be responsible for any costs incurred by the City in this process. The resultant 95th percentile queue per lane would be 308 feet (with a Base Case queue of 331 feet). Resultant intersection operation would be LOS D with 49.1 seconds of average vehicle delay. <i>Eastbound through lanes:</i> The applicant should request that the City conduct signal timing adjustments, and should be responsible for any costs incurred by the City in this process. The resultant 95th percentile queue per lane would be 613 feet (with a Base Case queue of 620 feet). <p>TRA-1b: Implement the following improvements to the East Washington Street/Highway 101 Southbound Ramps intersection:</p> <ul style="list-style-type: none"> <i>Westbound left turn lane:</i> The applicant should request that the City conduct signal timing adjustments, and should be responsible for any costs incurred by the City in this process. The resultant 95th percentile queue would be shorter than Base Case conditions. 	LTS
<p>TRA-2: The proposed project would add about 52 AM peak hour vehicles to the Lakeville Street/Caulfield Lane intersection in the year 2025. This would be a <i>significant</i> LOS impact.</p>	S	<p>TRA-2: There is no room to expand this intersection, thus there are no improvements possible to reduce this impact to a less-than-significant level.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRA-3: 95th percentile year 2025 vehicle queues could not be accommodated within available distances between intersections or within the lengths of turn pockets and off-ramps for the following intersections:</p> <p>AM & PM Peak Hour</p> <ul style="list-style-type: none"> ◆ East Washington Street/Highway 101 Southbound Ramps • Westbound East Washington Street approach left turn lane <p>PM Peak Hour</p> <ul style="list-style-type: none"> ◆ East Washington Street/McDowell Boulevard ◆ Eastbound East Washington Street approach through lanes <p>This would be a <i>significant</i> impact.</p>	S	<p>TRA-3a: Implement the following improvements to the East Washington Street/Highway 101 Southbound Ramps intersection:</p> <ul style="list-style-type: none"> ◆ <i>Westbound left turn lane:</i> Adjust signal timing. The resultant 95th percentile queue would be shorter than Base Case conditions during both the AM and PM peak hours. <p>TRA-3b: Implement the following improvements to the East Washington Street/McDowell Boulevard intersection:</p> <ul style="list-style-type: none"> ◆ <i>Eastbound through lanes:</i> Adjust signal timing. The resultant 95th percentile queue per lane would be 631 feet (with a Base Case queue of 636 feet). Resultant intersection operation would be LOS D with 47.9 seconds average of vehicle delay, which would also be better than Base Case operation. 	LTS
<p>TRA-4: <i>Queuing capacity.</i> Year 2010 and 2025 Base Case Plus project traffic volumes would result in unacceptable 95th percentile queuing on the East Washington Street westbound approach to the Highway 101 southbound on-ramp. Left turn volumes would exceed Caltrans' criteria for provision of a second left turn lane (i.e. more than 300 vph making this turn movement.) This would be a <i>significant</i> impact.</p>	S	<p>TRA-4: The project site plan should be revised to provide adequate right-of-way in order to allow the ultimate provision of a second left turn lane on the East Washington Street westbound approach to the Highway 101 southbound on-ramp, as well as to provide realignment of the on-ramp to accommodate movements from the two left turn lanes.</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRA-5: <i>Freeway operations.</i> The project would contribute traffic to freeway segments operating unacceptably at LOS F in 2010 and 2025. This would be a <i>significant</i> impact.	S	<u>TRA-5:</u> No feasible mitigation measures were identified to reduce the project's contribution to freeway segments operating unacceptably.	SU
TRA-6: <i>Street-oriented retail and swim center access.</i> Angled parking along a retail street raises significant safety concerns for conflicts with through-traffic. If unparking maneuvers are not immediately perceived by drivers of through-vehicles, abrupt stops can result for through-traffic, increasing the chance of collisions. This would be a <i>significant</i> impact.	S	<u>TRA-6:</u> Omit angled parking spaces along Kenilworth Drive.	LTS
TRA-7: <i>Johnson Drive/Kenilworth Drive/Shopping Center Driveway intersection.</i> Stop sign control is shown on the east and west intersection approaches only. This raises a significant safety concern for pedestrian crossings to/from the shopping center at this intersection. This would be a <i>significant</i> impact.	S	<u>TRA-7:</u> Provide all-way stop control at the Johnson Drive/Kenilworth Drive/Shopping Center Driveway intersection.	LTS
TRA-8: <i>Kenilworth Drive between East Washington Street and Johnson Drive.</i> There would be significant concerns for pedestrian safety at the Kenilworth crosswalk adjacent to East Washington Street as well as at the crosswalk located 100 feet south of East Washington Street. Vehicle speeds would tend to be higher than safe through this section (i.e. vehicles turning right from East Wash-	S	<u>TRA-8:</u> Provide prominent crosswalk markings and cautionary signage to alert drivers and bike riders to pedestrians on Kenilworth Drive. Consider provision of a raised intersection at Johnson Drive/Kenilworth Drive to help slow traffic. Consider in-pavement lighting to preserve the visual prominence of crosswalks at night.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance		Mitigation Measures	Significance With Mitigation
	Before	Mitigation		
ington Street would slow on the turn, but would need to immediately perceive the need to maintain a slow speed in order to maximize safety through this segment of the project area which is designed to accommodate pedestrian and bicycle activity between the shopping center, its street oriented retail and the swim center). This would be a <i>significant</i> impact.				
TRA-9: <i>East Washington Street/Kenilworth Drive Intersection.</i> Two outbound right turn lanes are proposed on the northbound Kenilworth Drive stop sign controlled approach to the East Washington Street intersection. This would allow two outbound vehicles to turn simultaneously onto East Washington Street. However, the outside right-turning vehicles could block sight lines for the inside right-turning vehicle and for bikes in the bike lane, and simultaneous maneuvers could limit the options for the inside vehicle, forcing the vehicle onto the Highway 101 southbound on-ramp. This raises a safety concern and would be a <i>significant</i> impact.	S		TRA-9: Provide a single northbound right turn lane from Kenilworth Drive to East Washington Street.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significance Before Mitigation	Significant Impact	Mitigation Measures	Significance With Mitigation
S	<p>TRA-10: <i>Kenilworth Drive shopping center driveway ways south of the Johnson Drive intersection.</i> The lack of a consistent and logical plan of stop sign placement raises safety concerns. This would be a <i>significant</i> impact.</p>	<p>TRA-10: Provide stop signs on all outbound shopping center driveway approaches to Kenilworth Drive. The project applicant should request that the City Public Works Department periodically monitor traffic volumes at intersections along Kenilworth Drive, and provide all-way stop control if, and when warranted at possibly one location other than Johnson Drive. Monitoring should take place at a schedule agreeable to the City Traffic Engineer and the applicant should pay the cost of this service as well as the cost for placement of signage, as determined by the City traffic engineer. Slow traffic along Kenilworth Drive by use of raised crosswalks (if emergency services agree) rather than placement of stop signs, or by raising the entire intersection to create a speed table to reduce the speed of through-traffic.</p>	LTS
PS	<p>TRA-11: <i>Number of loading berths.</i> The project would not provide a sufficient number of loading berths to meet City code. This is considered a <i>significant</i> impact, depending upon the delivery demands of the actual commercial uses that would eventually occupy the site.</p>	<p>TRA-11: At the time of its design review submittal, the applicants should provide survey data from a minimum of three similar size shopping centers (with the same major tenants) to support the reduction of loading berths. If data support the reduced number of berths, the city should consider allowing this non-compliance with code. If the data do not support the proposed reductions, the number of loading berths should be increased to comply with City code.</p>	LTS
S	<p>TRA-12: <i>Johnson Drive/fairgrounds/city swim center, skate park, park and ride lot driveway access intersection.</i> City swim center, skate park, park and ride lot outbound vehicles turning onto Johnson Drive would have difficulty seeing and being seen by Johnson Drive through traffic. This would be a <i>significant</i> impact.</p>	<p>TRA-12: Provide stop control on all approaches to this intersection, with the exception of eastbound Johnson Drive through traffic (i.e. stop sign control the swim center outbound approach, the Johnson Drive westbound approach, the Fairgrounds northbound approach and the Johnson Drive eastbound left turn lane at this intersection). This would allow all vehicles on the intersection approaches to see and be seen, and would not back up inbound through traffic on Johnson Drive. Omit the pedestrian crosswalk at this intersection and direct pedestrians to nearby intersections.</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRA-13: Residential streets. The absence of notes on the site plan regarding the necessity of red-curb and posting “no on-street (parallel) parking” signs is considered a <i>significant</i> impact.	S	TRA-13: Provide notes on the site plan to insure red-curb and posting “no on-street (parallel) parking” signs on all 24-foot-wide residential streets.	LTS
TRA-14: Bicycle parking. The proposed project site plans do not specify bicycle parking and thus do not comply with the Petaluma Bike Plan requirements for bicycle parking. This would be a <i>significant</i> impact.	S	TRA-14: Bicycle parking plans and specifications should be provided in compliance with City code. To comply, a total of 57 long-term and 38 short-term bicycle parking spaces should be provided on the project site. If the project is increased to allow for the maximum square footage of 298,038, the required bicycle parking spaces will be increased to comply with City code.	LTS
TRA-15: Swim center and skate park parking <i>sup- pily</i> . The proposed project would result in the removal of 21 parking spaces in the skate park parking area and the reconfiguration of the existing 17 parking spaces adjacent the swim center to provide 18 spaces. The loss of parking to the skate park would be a <i>significant</i> impact.	S	TRA-15: A feasible mitigation was identified to replace the net loss of 20 spaces at the skate park and swim center, which included a reciprocal parking agreement between the shopping center and the pool/skate park, however the project applicant opted not to pursue such an agreement.	SU
TRA-16: City Street Design and Construction Standards require 5-foot-wide sidewalks, thus, the proposed 4-foot-wide sidewalks do not meet the City standard. This would be considered a <i>significant</i> impact.	S	TRA-16: Widen sidewalks to 5 feet.	LTS
TRA-17: Kenilworth Drive as a <i>cut-through route</i> . The proposed project, as designed, has the potential to result in the use of Kenilworth Drive as a cut-through route for drivers wishing to avoid congestion on East Washington Street. This would be a <i>significant</i> impact.	S	TRA-17: Implementation of Mitigation Measures TRA-8 and TRA-10.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significance Before Mitigation	Significant Impact	Mitigation Measures	Significance With Mitigation
S	<p>TRA-18: <i>Emergency access.</i> The site plan has been reviewed by the City Fire Department, resulting in concerns expressed regarding the need for direct emergency vehicle access between Kenilworth Drive and Apple Alley (the northernmost residential roadway serving housing units adjacent to the commercial center). This is considered a <i>significant safety concern</i>.</p>	<p>TRA-18: The project sponsor should be responsible for ensuring that the final project plan is reviewed by the City Fire Department and that emergency vehicle access from Apple Alley through to Kenilworth Drive, and in other locations as directed, complies with the requirements of the Petaluma Fire Department.</p>	LTS
S	<p>TRA-19: <i>Construction traffic.</i> The project would add construction traffic to East Washington Street, Lindberg Lane, Lakeville Street and other roadways serving the project site, raising concerns about pavement damage on affected roads and disruptions to the flow of peak hour traffic. This would be a <i>significant</i> impact.</p>	<p>TRA-19: Prior to construction, the project sponsor should be responsible for developing a construction traffic control plan and roadway (pavement) mitigation plan. The plan should be submitted to the City Traffic Engineer for review and approval prior to construction. The following elements should be included in the plan:</p> <ul style="list-style-type: none"> ◆ Obtain approval for construction truck haul routes and establish hours for project construction traffic that don't significantly impact local commute traffic. Construction delivery routes should be approved by the City of Petaluma. ◆ Include provisions in contractors' construction contracts to prohibit parking of construction vehicles anywhere other than on-site. ◆ The City Traffic Engineer should complete a before and after (construction) evaluation to determine if project-generated truck traffic results in substantial pavement deterioration. In cooperation with the City of Petaluma, the applicant should, if necessary, fund repairs to any deteriorated pavement along affected roadways. 	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation		Mitigation Measures	Significance With Mitigation	
	S	S		S	S
TRA-20: <i>Construction traffic impact to pedestrian access through the site.</i> Construction activity would have the potential to impede pedestrian access through the site, to and from the pedestrian bridge. This would be considered a <i>significant</i> impact.	S	S	TRA-20: Throughout construction a pedestrian accessway should be maintained and kept separate from construction vehicle activity. This could be accomplished with movable bollards or rail fencing and signage directing pedestrians through the site.	LTS	LTS
UTILITIES					
UTIL-1: The proposed project would generate a demand for water that would exceed existing entitlements and resources. This is a <i>significant</i> impact.	S	S	UTIL-1: The developer shall pay a water capacity charge in an amount determined by the City, pursuant to Resolution No 2006-120 N.C.S, to help fund programs necessary to meet future water demand through increased water recycling, conservation and possible emergency use of groundwater.	SU	SU
UTIL-2: The existing 10-inch main under East Washington Street would not be adequate in size to service the project.	S	S	UTIL-2: The developer would be required to install a replacement 16-inch diameter replacement main under East Washington Street to ensure the provision of an adequate water supply.	LTS	LTS
UTIL-3: The proposed project would contribute to a cumulative impact associated with a lack of adequate water supplies to meet the cumulative demand under the existing or 2025 General Plan. This is a <i>significant</i> impact.	S	S	UTIL-3: See Mitigation Measure UTIL-1.	SU	SU

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CITY OF PETALUMA
EAST WASHINGTON PLACE EIR
REPORT SUMMARY