

## 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) potentially significant impacts; 3) significant unavoidable 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 approximately 33 acres of commercial development. The proposed project would include up to approximately 364,000 square feet of retail space, 16,000 square feet of office uses and 1,510 parking spaces.
- ◆ Realignment of Kenilworth Drive to provide a right in/right out access to East Washington Street between the site and existing Swim Center.
- ◆ Off-site improvements to the roadway system. This includes improvements to East Washington Street to allow for ingress and egress, and the creation of Johnson Drive around the existing swim center and skate park as well as 5-foot wide bike lanes along Kenilworth and Johnson Drive and new bike lanes added to the improved East Washington Street.
- ◆ Approval of a Vesting Tentative Map.

### *B. Areas of Controversy*

At the original scoping meeting for the project in 2005, community concerns mainly focused on potential traffic impacts of the project on East Washington Street, as well as the potential loss of recreational facilities as a result of the project. In response to the more recent NOP circulated in October 2008, primary concerns were the scale of the development project, traffic, parking lot configuration and the relocation of Carter Little League field.

### *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

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 are 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 quality as follows:

- ◆ **Impact AQ-1:** Although the project is accounted for in the City's new General Plan, the project exceeds the level of development anticipated in the regional clean air plan (*2005 Ozone Strategy*), which was based on the City's previous General Plan and its less-intense development 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.

### *F. Alternatives to the Project*

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

- ◆ **No Project Alternative.** Under this alternative, which is required under CEQA, the proposed project would not be constructed and the site would remain in its existing condition. The existing Carter Little League field would remain on the site.
- ◆ **Mitigated Alternative.** Under this alternative, the project would include a reduced amount of retail development. This alternative is designed to reduce some of the impacts identified in Chapter 4 resulting from the proposed project, such as air quality and transportation. It includes 270,000 square feet of retail and 15,000 square feet of office for a total of 285,000 square feet of mixed-use development. No residential units would be constructed.
- ◆ **Alternate Use Alternative.** This alternative is designed to include a combination of retail/office and residential uses. It includes 270,000 square feet of retail and 15,000 square feet of office for a total of 285,000 square feet of mixed-use development. However, similar to the project concept previously analyzed in the 2007 Draft EIR, this alternative includes a residential component in the south and east of the site. Residential development would consist of 225 housing units on 9 acres.

### *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
<b>AESTHETICS</b>			
<b>AES-1:</b> The lighting levels proposed for the project may exceed the City's allowable lighting levels at the property line. As a result, the project could increase lighting levels at adjacent properties in excess of what would otherwise be allowed per Section 21.040D of the City's Zoning Ordinance.	S	<b>AES-1:</b> The project should comply with the lighting requirements of Section 21.040D of the Petaluma Zoning Ordinance, specifically by not allowing direct glare from non-parking lot lighting at the property line.	LTS
<b>AGRICULTURAL RESOURCES</b>			
<i>There are no significant impacts to agricultural resources.</i>			
<b>AIR QUALITY</b>			
<b>AQ-1:</b> Although the project is accounted for in the City's new General Plan, the project exceeds the level of development anticipated in the regional clean air plan (2005 <i>Ozone Strategy</i> ), which was based on the City's previous General Plan and its less-intense development assumptions. This is considered to be a <i>significant</i> impact.	S	<b>AQ-1:</b> The project applicant should reduce air pollutant emissions from both traffic trips and area sources through the measures listed below. <ul style="list-style-type: none"> <li>◆ Bicycle amenities should be provided for the project, including secure bicycle parking for retail employees, bicycle racks for retail customers, and bike lane connections to the site.</li> <li>◆ Pedestrian facilities should include easy access and signage to bus stops and roadways that serve the major site uses (e.g. retail and office uses).</li> <li>◆ Project site employers should be required to promote transit use by providing transit information and incentives to employees.</li> <li>◆ Provide exterior electrical outlets to encourage use of electrical landscape equipment at retail and office uses.</li> </ul>	SU

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

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

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-1 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ Prohibit idling of trucks at loading docks for more than 5 minutes per State law and include signage indicating such a prohibition.</li> <li>◆ Provide 110- and 220-volt electrical outlets at loading docks.</li> <li>◆ Implement a landscape plan that provides shade trees along pedestrian pathways.</li> </ul>	
AQ-2: Construction activity would generate air pollutant emissions that could expose sensitive receptors to substantial pollutant concentrations. This is a <i>significant</i> impact.	S	<p><u>AQ-2:</u> The following is a list of feasible control measures that the BAAQMD recommends to limit construction emissions of PM<sub>10</sub> so that impacts are less than significant. These mitigation measures should be implemented for all construction activity on the site.</p> <ul style="list-style-type: none"> <li>◆ Water all active construction areas at least twice daily and more often during windy periods.</li> <li>◆ 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.</li> <li>◆ Pavement, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas.</li> <li>◆ 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.</li> <li>◆ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e. previously-graded areas that are inactive for 10 days or more).</li> </ul>	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
AQ-2 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.</li> <li>◆ Limit traffic speeds on any unpaved roads to 15 mph.</li> <li>◆ Replant vegetation in disturbed areas as quickly as possible.</li> <li>◆ Suspend construction activities that cause visible dust plumes to extend beyond the construction site.</li> <li>◆ Limit the area subject to excavation, grading and other construction activity at any one time.</li> <li>◆ During demolition activities, removal or disturbance of any materials containing asbestos or other hazardous pollutants will be conducted in accordance with BAAQMD rules and regulations.</li> <li>◆ 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. This measure means that any equipment with continuous dark exhaust would be in violation of the requirement.</li> </ul>	

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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"> <li>◆ Post signs at construction sites indicating the State regulations prohibiting excessive idling (of more than five minutes). Diesel equipment standing idle for more than five minutes shall be turned off, with exceptions listed under the regulation. 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 or the swim center.</li> </ul>	
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: The project, in combination with other projects occurring in the City of Petaluma, could contribute to increased levels of greenhouse gas (GHG) emissions that cumulatively contribute to global warming. An increase in GHG emissions could conflict with the effort to achieve the reduction targets established by the City of Petaluma and AB 32 to reduce such emissions.	S	<p>AQ-4: In addition to Mitigation Measure AQ-1, the Project Applicants and the City shall implement the following measures to reduce GHG emissions:</p> <ul style="list-style-type: none"> <li>◆ The project shall obtain LEED certification. The proposed project will be built in accordance with Green Building standards that would reduce energy-related GHG emissions by at least 20 percent from those that would occur under current Title 24 Building Code requirements. The applicant shall present these to the City prior the issuance of a building permit.</li> </ul>	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
AQ-4 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ 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.</li> <li>◆ In addition to providing trees for shading, provide drought tolerant landscaping to reduce water usage.</li> </ul>	
<b>BIOLOGICAL RESOURCES</b>			
<p><b>BIO-1:</b> Proposed development could result in the direct loss or temporary, construction-period disturbance to tree nesting raptors if new nests are established in the future in advance of construction. This would be considered a <i>significant</i> impact.</p>	S	<p><b>BIO-1:</b> 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"> <li>◆ 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.</li> <li>◆ 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.</li> <li>◆ 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</li> </ul>	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
BIO-1 <i>continued</i>		<p>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.</p> <ul style="list-style-type: none"> <li>◆ 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.</li> </ul>	
BIO-2: Proposed development would eliminate 0.09 acres of Corps regulated waters and the 0.23 acres of seasonal wetland. This would be considered a <i>significant</i> impact.	S		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
BIO-2 <i>continued</i>			
		If on-site or off-site wetland habitat creation is proposed, than 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.	
<b>CULTURAL RESOURCES</b>			
CUL-1: Subsurface archaeological, paleontological materials and/or human remains may be discovered during grading, trenching or other activities associated with implementation of the proposed project. Inadvertent destruction or disturbance of such undiscovered resources constitutes a <i>significant</i> impact.	S		LTS
		<u>CUL-1a:</u> If evidence of archeological, paleontological artifacts and/or human remains are discovered during construction activities, all operations at and adjacent to the discovered resource should halt until a qualified archeologist determines the extent and significance of the find 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 descendent pursuant to Section 5097.98 of the State Resources Code. The descendent will recommend the appropriate disposition of the remains and any associated grave goods.	

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>GEOLOGY AND SOILS</b>			
<b>GEO-1:</b> Large earthquakes could generate strong to violent ground shaking at the site and could cause damage to buildings and infrastructure and threaten public safety.	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
<b>GEO-2:</b> The proposed project facilities on the southern portion of the site could be damaged by liquefaction and resulting localized differential settlement.	S	<u>GEO-2:</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
<b>GEO-3:</b> The undocumented fills could undergo settlement that could cause damage to foundations and pavements.	S	Implementation of Mitigation Measure GEO-2 would address this impact.	LTS
<b>GEO-4:</b> The presence of relatively shallow groundwater could impact grading and underground construction and equipment.	S	Implementation of Mitigation Measure GEO-2 would address this impact.	LTS
<b>GEO-5:</b> Corrosive soils degrade metallic structures placed below grade, including but not limited to, foundation components.	S	Implementation of Mitigation Measure GEO-2 would address this impact.	LTS
<b>GEO-6:</b> Expansive soils could cause damage to foundations and pavements.	S	Implementation of Mitigation Measure GEO-2 would address this impact.	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
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>HAZ-1:</b> Demolition of the Carter Field Little League facilities may result in worker exposure to asbestos containing materials (ACMs) and the release of airborne asbestos.	S	<u>HAZ-1:</u> Prior to demolition of the Carter Field, 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
<b>HAZ-2:</b> 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	<u>HAZ-2a:</u> 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 Marshal at least two weeks before the event to ensure that any of the Marshal's concerns are adequately addressed.  <u>HAZ-2b:</u> 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

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>HYDROLOGY AND WATER QUALITY</b>			
<b>HYDRO-1:</b> 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	<u>HYDRO-1a:</u> No grading permits or other construction permits for the project site shall be issued until the project applicant prepares a SWPPP and the SWPPP is reviewed and approved by the City of Petaluma.  <u>HYDRO-1b:</u> Prior to construction, the applicant shall 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
<b>HYDRO-2:</b> The lack of an erosion control plan would lead to a significant impact on surface and groundwater quality.	S	<u>HYDRO-2:</u> 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.	LTS
<b>HYDRO-3:</b> There would be a net increase in runoff from the site during 10- and 100-year storm events. Because the final design for the storm drain system, including any potential off-site downstream drainage im-	S	<u>HYDRO-3a:</u> The applicant shall secure approval from the Sonoma County Water Agency and the City of Petaluma Water Resources and Conservation Department for the proposed storm drainage plans before a building permit can be issued.	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
provements, has not been finalized or approved by Sonoma County Water Agency or the City of Petaluma Water Resources and Conservation Department, the increase in off-site flows would be a <i>significant</i> impact.		<u>HYDRO-3b</u> : The applicant shall be responsible for constructing any off-site improvements necessary, as determined by the evaluation and the City, to provide the required capacity.	
<b>LAND USE</b>			
<i>There are no significant impacts regarding land use.</i>			
<b>NOISE</b>			
<b>NOI-1</b> : Significant, temporary noise impacts could occur if the project does not implement noise-reduction best management practices (BMPs) during the construction period.	S	<p><u>NOI-1</u>: Project developers should require by contract specifications that the following construction BMPs be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> <li>◆ Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period;</li> <li>◆ Ensure that construction equipment is properly muffled according to industry standards;</li> <li>◆ Place noise-generating construction equipment and locate construction staging areas away from residences and other sensitive noise receptors such as the school on the fairground site, where feasible;</li> <li>◆ Schedule high noise-producing activities between the hours of 8:00 a.m. and 5:00 p.m. to minimize disruption on sensitive uses; and</li> <li>◆ Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets.</li> </ul>	LTS

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>POPULATION, HOUSING AND URBAN DECAY</b>			
<i>There are no significant impacts regarding population, housing and urban decay.</i>			
<b>PUBLIC SERVICES</b>			
<i>There are no significant impacts regarding public services.</i>			
<b>TRANSPORTATION</b>			
<b>TRA-1:</b> 95th percentile Base Case Plus Project and 2025 Plus Project vehicle queues could be accommodated within available distances between intersections or within the lengths of turn pockets and off-ramps, with the following exceptions:  <b>Weekday AM, PM and Saturday Peak Hour - Base Case + Project Conditions</b> <ul style="list-style-type: none"> <li>East Washington Street/ Southbound 101 Ramps</li> <li>Westbound East Washington Street approach left turn lane</li> </ul> <b>Weekday AM and Saturday Peak Hours - 2025 + Project Conditions</b> <ul style="list-style-type: none"> <li>East Washington Street/ Southbound 101 Ramps</li> <li>Westbound East Washington Street approach left turn lanes</li> </ul> These would be <i>significant</i> impacts. (Thresholds #1, #4)	S	TRA-1a: Implement the following improvements to the East Washington Street/Southbound 101 Ramps intersection: <ul style="list-style-type: none"> <li><i>Eastbound left turn lane:</i> The applicant should provide a second westbound East Washington Street left turn lane.                             <ul style="list-style-type: none"> <li>AM Peak Hour Base Case + Project (Left Turn Lanes): The resultant 95th percentile queue per lane would be 200 feet (with a Base Case queue of 191 feet). Resultant intersection operation would be LOS C with 20.8 seconds of average vehicle delay.</li> <li>AM Peak Hour 2025 + Project (Left Turn Lanes): The resultant 95th percentile queue per lane would be 153 feet (with a Base Case queue of 143 feet). Resultant intersection operation would be LOS B with 17.8 seconds of average vehicle delay.</li> <li>PM Peak Hour Base Case + Project (Left Turn Lanes): The resultant 95th percentile queue per lane would be 158 feet (with a Base Case queue of 128 feet). Resultant intersection operation would be LOS C with 24.2 seconds of average vehicle delay.</li> <li>Saturday PM Peak Hour Base Case + Project (Left Turn Lanes): The resultant 95th percentile queue per lane would be 120 feet</li> </ul> </li> </ul>	LTS

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>TRA-2:</b> <i>Shopping Center Pedestrian and Bicycle Access.</i> The pedestrian path and bicycle route through the central Promenade lacks definition for well-functioning, safe, combined pedestrian and bicycle access to and from Kenilworth Drive and the Highway 101 pedestrian bridge. The pedestrian and bicycle route components require separation, or sufficient space for bikes and pedestrians to separate. Concern exists for conflicts between shoppers, pedestrians using the pathway for through access, and bicyclists. This would be a significant safety concern.</p>	S	<p><b>TRA-2:</b> Redesign the site plan to include the following:</p> <ul style="list-style-type: none"> <li>◆ Separate pedestrian sidewalks and Class I bikeways through the site.</li> <li>◆ Contrasting pavement texture and color to distinguish between pedestrian sidewalks and Class I bikeways along the central Promenade.</li> <li>◆ Consider widening the promenade and public access easement to address pedestrian and bicycle safety aspects while also providing space for shoppers and visitors to east, rest and gather.</li> </ul>	LTS
<p><b>TRA-3:</b> <i>Johnson Drive/Fairgrounds/City Swim Center Skate Park Driveway Access Intersection.</i> This intersection would be located on the inside of a 90-degree curve of Johnson Drive. It would provide a reconfigured access to the Fairgrounds, City swim center, and skate park. This four-leg intersection is proposed to accommodate all turns, and crosswalks would be provided on the northbound Johnson Drive and Swim Center approaches to the intersection. The intersection configuration (90-degree curve) raises sight line concerns: swim center skate park outbound vehicles turning onto Johnson Drive would have difficulty seeing and being seen by Johnson Drive through traffic. These safety concerns would be significant impacts. (Thresholds #17, #19, #20)</p>	S	<p><b>TRA-3:</b> 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 (also see Mitigation Measure TRA-6).</p>	LTS

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<p><b>TRA-4:</b> <i>Pedestrian Circulation.</i> The proposed location of the Kenilworth crosswalk creates an unsafe condition as vehicles turning right from East Washington Street would slow down for the turning movement, but would then speed up on the straight section, which provides pedestrian and bicycle connectivity between the swim center and the shopping center. Similarly, pedestrian safety at the two proposed mid-road crosswalks along Johnson Drive where through traffic would not be slowed by signal or sign controls. Pedestrians accessing the swim center or skate park from the nearby re-stripped parking spaces on the fairgrounds site (adjacent the Johnson Drive curve) or pedestrians walking to or from other uses within the fairgrounds, would cross at the crosswalk, then have no clear path to follow to access the swim center or skate park (proposed fencing and lack of space appear to block direct access). These safety concerns would be <i>significant</i> impacts. (Thresholds #17, #19, #20)</p>	S	<p><b>TRA-4:</b> Revise the site plan to include the following:</p> <ul style="list-style-type: none"> <li>◆ Prominent crosswalk markings and cautionary signage to alert drivers and bike riders to pedestrians on Kenilworth Drive and Johnson Drive.</li> <li>◆ Provision of a raised intersection at Johnson Drive/Kenilworth Drive to help slow traffic.</li> <li>◆ In-pavement lighting of all crosswalks to preserve the visual prominence of crosswalks at night.</li> <li>◆ Elimination of the crosswalks at the Johnson Drive/Swim Center-Skate Park intersection per Mitigation TRA-8 and direct pedestrians parking on the fairgrounds to the crosswalk at the East Washington Street/ Johnson Drive intersection or at the Johnson Drive crosswalk providing access to the proposed 35-space swim center parking lot.</li> </ul>	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
<b>TRA-5:</b> <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. (Threshold #4)	S	<u>TRA-5:</u> 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: <ul style="list-style-type: none"> <li>◆ 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.</li> <li>◆ Include provisions in contractors' construction contracts to prohibit parking of construction vehicles anywhere other than on-site.</li> <li>◆ 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.</li> </ul>	LTS
<b>TRA-6:</b> <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. (Thresholds #17, #18 #19)	S	<u>TRA-6:</u> 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
<b>UTILITIES</b>			
<i>There are no significant impacts to utilities.</i>			

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