

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

Significant Environmental Impacts	Mitigation Measures	Level of Significance after Mitigation
	site for the Highway 101/Petaluma Boulevard South interchange project may be used in part or all of the fair share contribution.	
	<p><u>Mitigation Measure TRANS-3b</u></p> <p>The project shall be conditioned to prohibit material export during the PM peak period from 4 PM to 6 PM. The trip generation determination assumes that no truck traffic would occur during the PM peak hour, based on existing patterns at the temporary site. The condition would eliminate the potential for some truck traffic to slip through during the PM peak hour. County staff anticipates that Caltrans input would be required.</p>	<p>Less Than Significant</p> <p>?</p>
<p>Impact TRANS-4 Safety Impacts</p>	<p><u>Mitigation Measure TRANS-4</u></p>	
<p>The proposed access would force northbound project truck traffic on Highway 101 to weave across the northbound through lane to make left turns onto the on-ramp, this must occur within 460 feet neglecting any queues. Although the modified design of Petaluma Boulevard South would result in reduced speeds, trucks would be forced to accelerate, then weave, and brake all within a distance less than the minimum recommended acceleration distance. This condition is unsafe and constitutes a <i>potentially significant</i> impact.</p>	<p>The project sponsor shall install an actuated signal at the new intersection of Petaluma Boulevard South at the project driveway. The applicant shall also coordinate with Caltrans and the County to design the northbound off-ramp lane and shoulder striping to "narrow" width perception in an effort to lower driver exit speeds so they are closer to posted advisory speeds. The levels of service with signalization would be LOS B in the AM peak hour and LOS A in the PM peak hour. Outbound right turns from the driveway shall not be permitted on red. The applicant shall get Caltrans' comments on the signalized intersection mitigation for AM/PM signal timing in order to give priority to exiting Highway 101 northbound traffic and avoid excessive queuing. Advance signal detection warning devices shall be required for off-ramp traffic combined with long green times and short recall times for the northbound through movement. All future maintenance costs for signal maintenance shall be borne by applicant. Agreement between Caltrans and County shall be necessary for operational control.</p>	<p>Less Than Significant</p> <p>Needs Caltrans to comment</p>

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<p>periodic noise levels would exceed the County daytime and night-time noise standards for residence R4. Implementation of the proposed project in conjunction with potential future commuter and freight trains would therefore result in <i>significant</i> cumulative operational noise impacts.</p>		
TRANSPORTATION/TRAFFIC		
<i>Impact TRANS-3 Highway Impacts</i>	<i>Mitigation Measure TRANS-3</i>	
<p>The project would add traffic to ramp movements and to Highway 101 mainline in both directions. Under existing conditions the highway mainline operates unacceptably in the southbound direction during the AM peak hour. Additional traffic from the project would exacerbate already unacceptable conditions; therefore, this is a <i>significant</i> impact. County staff indicate that although flow volumes are not high in the northbound direction during the PM peak hour, this is often because highway flow breaks down. Additional truck traffic would exacerbate this condition. This is a <i>potentially significant</i> impact. The project would also add traffic to the congested southbound ramps during the AM peak hour. This is also a <i>significant</i> impact. Overall, the project creates <i>significant</i> impacts to Highway 101 operations.</p>	<p><u>Mitigation Measure TRANS-3a</u></p> <p>The project shall be conditioned to require a fair share contribution towards the planned construction of High Occupancy Vehicle (HOV) lanes along the highway mainline. The added HOV capacity would improve highway operations to a minimum level of service (LOS E) in the southbound direction south of Petaluma Boulevard South. This would be an improvement over the existing conditions of LOS F.</p> <p>This is a planned improvement that Caltrans intends to serve existing traffic and background growth in traffic, therefore the project's fair share would be computed as a proportion of total near term cumulative traffic.</p> <p>The project sponsor shall fund a fair share towards any planned interchange improvements for the Highway 101/Petaluma Boulevard South interchange project. Since improvements have been planned and are intended to address existing conditions, and not simply future growth, a fair share is calculated as the project share of total peak hour traffic on the northbound and southbound ramps. Such an interchange is planned by Caltrans as part of the Marin Sonoma Narrows Project. Participation by the project sponsor would need to be coordinated with Caltrans. The future dedication of Caltrans right-of-way situated within the project</p>	<p>Less Than Significant</p>