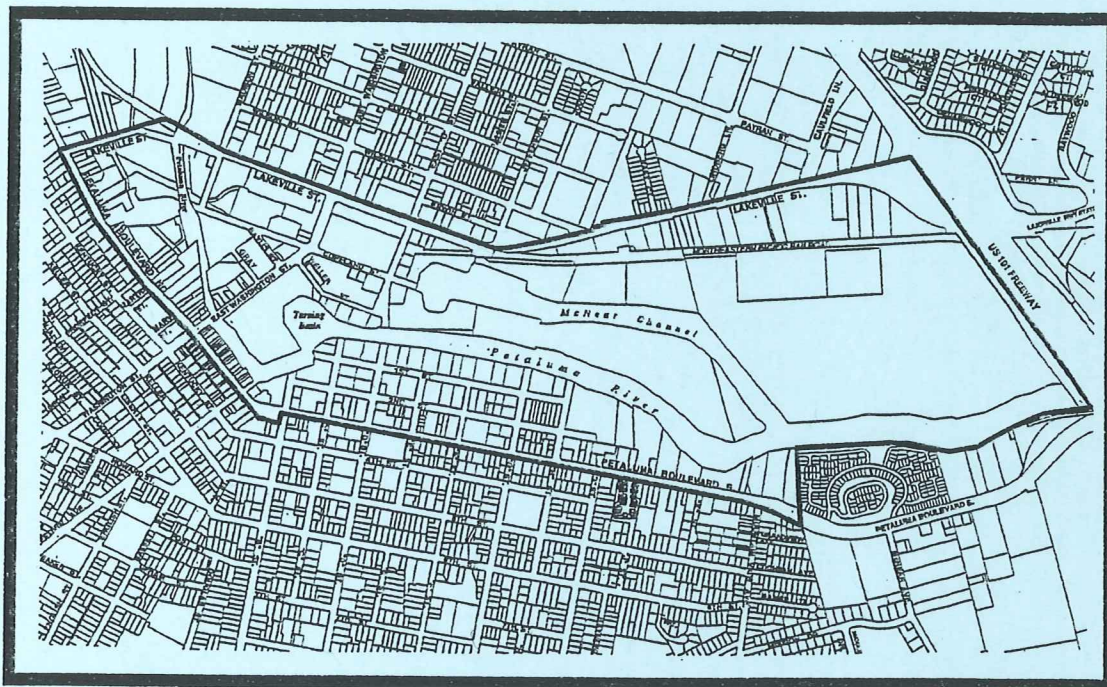


DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
CENTRAL PETALUMA
SPECIFIC PLAN

SCH Number 2002-112-039



Prepared for the
CITY OF PETALUMA
by
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March 2003

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1. INTRODUCTION

1.1 EIR PURPOSE AND INTENDED USE

The City of Petaluma is proposing to adopt a Specific Plan for Central Petaluma that will provide policy guidance and implementation strategies to meet the long-term planning needs of the City's original core area. The draft Central Petaluma Specific Plan is described as a comprehensive 25-year land use planning, urban design, and implementation plan identifying future potentials and corresponding goals, policies, and implementation programs for each of four subareas of an approximately 400-acre planning area.

Adoption or amendment of a specific plan represents a "project" subject to the California Environmental Quality Act (CEQA) and the associated Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines).¹ CEQA compliance for a specific plan is commonly achieved through preparation of an environmental impact report (EIR).

This environmental impact report (EIR) has been prepared by the City of Petaluma (the "Lead Agency"²) pursuant to all relevant sections of the *CEQA Guidelines*. The EIR is intended to inform City decision-makers, other responsible agencies, and the general public of the proposed draft Central Petaluma Specific Plan and the environmental consequences of its approval.

As used in this EIR, the terms "**Specific Plan**" and "*project*" are defined to mean the proposed draft Central Petaluma Specific Plan and the various approvals, entitlements, permits, and actions that may be required to implement the plan. The term "*City*," as used in this EIR, is defined as the City of Petaluma, acting through its legislative body, the City Council, and its various administrative departments.

As stipulated by the *CEQA Guidelines*, this report is intended to serve as a public disclosure document that identifies those environmental impacts associated with the proposed project

¹Remy et al., Guide to California Environmental Quality Act (CEQA), 1999 (Tenth) Edition, pages 46, 279, 283-285, 355.

²The *CEQA Guidelines* define the "Lead Agency" as the public agency that has the principal responsibility for carrying out or approving a project. The City of Petaluma will be principally responsible for carrying out the proposed Specific Plan (including making various specific future implementation decisions).

that are expected to be significant, identifies possible mitigation measures that could minimize or eliminate identified significant adverse impacts, and identifies and evaluates a range of reasonable alternatives to the proposed project.

1.2 ENVIRONMENTAL DOCUMENTATION APPROACH

1.2.1 Program EIR

This EIR has been formulated as a **program EIR**. A program EIR is a particular EIR approach authorized by Section 15168 of the *CEQA Guidelines* for use in documenting the environmental implications of community general plans, specific plans, redevelopment plans and other "programs" which involve a series of interrelated actions taken by a governmental authority that can be characterized as one project to achieve an overall program goal. The program EIR concept and authority are described in more detail in Appendix 21.1 of this EIR (Program EIR Authority). The approach taken in preparing this EIR under the "program EIR" authority has been to describe the anticipated broad-based, planning area-wide and community-wide impacts if the various goals, policies, standards, guidelines, and actions identified in the Specific Plan are fully realized. To the extent possible, this EIR also describes the impacts associated with the various specific provisions and actions identified in the proposed Specific Plan at a level of detail consistent with that provided in the plan.

1.2.2 EIR Scope

As set forth under CEQA, the scope of this program EIR is limited to the description of those plan-related impacts and mitigation measures that can be identified at this time, without being highly speculative. The more detailed impacts of each of various possible future, individual, site-specific actions that are not specifically detailed in the proposed plan, but may occur within the Specific Plan area pursuant to or facilitated by the plan, are not described in this "first tier" program EIR; rather, the CEQA-required environmental review of such subsequent individual actions will be undertaken at a later time, if and when such actions come before the City. At that time, when the details of the individual action are sufficiently defined, the action will be subject to its own, project-specific, environmental determination by the City that either: (1) it is fully covered within the scope of this program EIR; (2) it is exempt from CEQA under sections 15062 or 15181 and 15182 of the *CEQA Guidelines*; (3) it warrants preparation of a mitigated negative declaration under section 15070 of the *CEQA Guidelines*; or (4) it warrants preparation of a focused subsequent EIR or supplemental EIR limited to certain site-specific issues under sections 15162 or 15163 of the *CEQA Guidelines*. It is intended that this program EIR will provide a master environmental document for use by the Lead Agency as a baseline for "tiering" any such remaining environmental documentation, and in particular, for streamlining or eliminating the need for CEQA documentation for future housing and neighborhood commercial projects which are consistent with the adopted specific plan. Under state law, such future projects can be approved without preparation of a new EIR or negative declaration (*CEQA Guidelines* sections 15181 and 15182).

1.2.3 Future Development Assumptions

For purposes of "worst case" environmental impact assessment," the impact analyses in this EIR are based on the assumption that the combination of plan actions will be fully successful in facilitating the maximum level of development permissible under the proposed Specific Plan provisions, and that, as a result, the Specific Plan area will experience a substantial increase in the rate of industrial, commercial, retail, restaurant, office, residential and parks buildout under existing and future General Plan and Specific Plan policies, the majority of which will occur by the year 2020.

Given the long duration of the estimated 20-year activity period assessed in this EIR, there could be future deviations in the timing, order, or magnitude of the various individual Specific Plan-facilitated actions. By law, such deviations may be less than, but would not exceed, the Specific Plan identified maximum development levels specified in the Specific Plan and assumed in this EIR. The actual increment of project-facilitated growth in the Specific Plan area between now and the year 2020 may in fact be substantially less than what has been assumed in this EIR.

1.2.4 Impact Assessment Baseline

CEQA Guidelines section 15125(a) stipulates that the existing environmental setting (the environmental conditions in the project vicinity at the time the environmental analysis is commenced) should constitute the baseline physical conditions by which it is determined whether an impact is significant. Pursuant to this guideline, all impact assessments in this EIR are based on comparison of the projected future "with project" condition with the existing environmental setting, rather than on comparison of the projected future "with project" condition with the future "without project" condition. For a generalized comparative evaluation of anticipated future "with project" conditions with future "without project" conditions--i.e., with what would be expected to occur in the foreseeable future if the Specific Plan were not approved and the City's existing adopted General Plan continued to apply, see the discussion of Alternative 17.2, Existing General Plan Buildout Alternative--Central Area Buildout Under Existing Adopted General Plan Policies (without the Proposed Specific Plan), in section 17 of this EIR (Alternatives to the Proposed Action).

1.3 EIR SCOPE: POSSIBLE SIGNIFICANT ENVIRONMENTAL EFFECTS

As provided for in the CEQA Guidelines, the scope of this EIR includes all environmental issues to be resolved that are currently known to the Lead Agency, including those issues and concerns identified as possibly significant by the City in its Initial Study of the proposed action (the Initial Study Checklist and narrative for the project are included in Appendix 21.2 of this EIR), and by other interested agencies and individuals in response to the City-issued Notice of

Preparation of a Draft EIR (NOP).¹ These identified issues of concern to be resolved are listed below:

1. **Land Use** factors, including the potential effects of development permitted and facilitated by the proposed Specific Plan--i.e., the Specific Plan development scenario--on existing and future land uses and land use characteristics within the Specific Plan area;
2. **Population, Housing, and Employment** issues, including anticipated effects of the Specific Plan proposed actions and associated development scenario on central area and citywide population, housing, employment, and jobs/housing ratio characteristics;
3. **Transportation and Circulation** factors, including the impacts of the proposed Specific Plan buildout scenario and Specific Plan-recommended transportation system modifications, on the future transportation network serving the central area, city, and region, including peak-period roadway system volumes, operation and safety, and pedestrian, bicyclist, transit, and parking facilities;
4. **Cultural and Historic Resources** factors, including the potential impacts of the Specific Plan-facilitated development scenario on historic and prehistoric resources in the central area;
5. **Public Services and Utilities** factors, including the impact of the Specific Plan-facilitated growth scenario and Specific Plan-recommended infrastructure improvements on existing and future public service provisions and needs in the central area and city as a whole--i.e., water, sewer, police, fire protection and emergency medical services, schools, parks and recreation, and solid waste and recycling;
6. **Visual** factors, including the potential effects of the proposed Specific Plan, including its urban design provisions, on the future visual character of the central area;
7. **Noise** factors, including the impacts of: (a) long-term effects of the projected Specific Plan growth scenario vehicular traffic conditions and anticipated point source noise increases on ambient and cumulative future noise levels in the central area and along principal local travel routes serving the area, and (b) short-term effects of project-facilitated construction activity noise;
8. **Air Quality** factors, including the potential local and regional air quality impacts of the Specific Plan-facilitated growth scenario and associated traffic increases, as well as potential short-term air quality impacts from Specific Plan-facilitated construction activities;

¹A Notice of Preparation (NOP) of a Draft EIR was issued to interested and responsible agencies on November 12, 2002.

9. **Storm Drainage, Flood Control and Water Quality** factors, including the impacts of the Specific Plan-facilitated growth scenario and Specific Plan-recommended storm drainage improvements on central area and downstream drainage system capacities, flooding conditions, and water quality;
10. **Geology, Soils, and Seismicity** factors, including the implications of existing soil, geologic, and seismic conditions in the Project Area for anticipated project-facilitated infrastructure improvements and land use intensification;
11. **Hazardous Materials** factors, including the potential for hazardous materials exposure impacts under the Specific Plan development scenario (e.g., possible construction-period or long-term exposure to contaminated soil and groundwater), focusing on existing and past commercial (e.g., gas station) and industrial contamination; and
12. **Biological Resources** factors, including the potential impacts of the anticipated Specific Plan-facilitated development scenario on any significant river edge, wetland or other habitat values in the central area vicinity, and in particular, on any possible rare, endangered, or threatened species associated with the area.

1.4 REPORT ORGANIZATION AND CONTENT

The information in this EIR is generally organized under the headings listed above (Land Use; Population, Housing, and Employment; Transportation and Circulation; Cultural and Historic Resources; Public Services and Utilities; Visual Factors; Noise; Air Quality; Storm Drainage, Flood Control and Water Quality; Geology, Soils and Seismicity; Hazardous Materials; and Biological Resources). For each issue, the report describes:

1. the existing setting,
2. currently-adopted local and regional plans and policies pertinent to the environmental topic, and
3. significant impacts anticipated with adoption and successful implementation of the proposed Specific Plan, and associated mitigation measures recommended to reduce or eliminate anticipated significant adverse impacts.

In addition, the report includes a chapter summarizing the EIR findings regarding Specific Plan consistency with currently-adopted local and regional plans; a chapter identifying and evaluating various alternatives to the proposed Specific Plan; and a chapter summarizing the EIR findings in terms of the various CEQA-required assessment considerations, including project growth-inducing effects, unavoidable significant adverse effects, irreversible environmental changes, cumulative impacts, and effects found not to be significant; and finally,

a chapter outlining the City's mitigation monitoring and reporting obligations and intentions pursuant to *CEQA Guidelines* section 15097.

1.5 "SIGNIFICANT IMPACTS" AND OTHER EIR TERMINOLOGY

This EIR identifies those adverse project environmental impacts which are expected to be "significant," and corresponding mitigation measures warranted to eliminate or reduce those impacts to less than significant levels. Where it is determined in this report that a particular impact cannot be mitigated to a less than significant level, the EIR identifies that impact as "unavoidable." Section 18.2 of this EIR, "Significant Unavoidable Adverse Effects," includes a summary list of all significant project impacts identified as "unavoidable." Identified significant impacts that are not listed in section 18.2 as "unavoidable" have been determined to be capable of being reduced to a less than significant level by implementing the associated mitigation measure or measures identified in this EIR.

These particular EIR terms ("significant impact," "significant unavoidable impact," "mitigation"), and other key CEQA terminology used in this report, are defined in Table 1.1.

Table 1.1

DEFINITIONS OF KEY EIR TERMINOLOGY	
Significant/Potentially Significant Impact	"Significant effect on the environment" means 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 or aesthetic significance. (CEQA Guidelines, section 15382.) An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." (CEQA Guidelines, section 15382.)
Significant Cumulative Impact	"Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." (CEQA Guidelines, section 15355.)
Significant Unavoidable Impact	"Unavoidable significant impacts" are defined as those significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible. If the project is to be approved without imposing an alternative design, the Lead Agency must include in the record of the project approval a written statement of the specific reasons to support its action--i.e., a "statement of overriding considerations." (CEQA Guidelines, sections 15126(b) and 15093(b).)
Significance Criteria	The criteria used in this EIR to determine whether an impact is or is not " <i>significant</i> " are based on (a) CEQA-stipulated "mandatory findings of significance"--i.e., where any of the specific conditions occur under which the Legislature and the Secretary of Resources have determined to constitute a potentially significant effect on the environment, which are listed in CEQA Guidelines section 15065; (b) the specific criteria listed in Appendix G of the CEQA Guidelines that the Resources Agency has determined are "normally" considered to constitute a "significant effect on the environment;" (c) the relationship of the project effect to the adopted policies, ordinances and standards of the City and of responsible agencies; and/or (d) commonly accepted practice and the professional judgment of the EIR authors and Lead Agency staff.
Mitigation Measures	For each significant impact, the EIR must identify a specific "mitigation" measure or set of measures capable of "(a) avoiding the impact altogether by not taking a certain action or parts of an action, (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation, (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment, (d) reducing or eliminating the impact over time by preservation or maintenance operations during the life of the action, or (e) compensating for the impact by replacing or providing substitute resources or environments." (CEQA Guidelines, section 15370.)

SOURCE: Wagstaff and Associates, 2003.

2. SUMMARY

This EIR chapter provides a brief summary of the Draft Central Petaluma Specific Plan and its potential environmental consequences. The chapter includes a summary description of proposed (draft) Specific Plan content and anticipated Specific Plan development scenario, a summary list of associated environmental issues to be resolved, a summary identification of each significant environmental impact and associated mitigation identified in this EIR, and a summary of EIR-identified project alternatives.

This summary should not be relied upon for a thorough understanding of the proposed project (Specific Plan) or its associated impacts and mitigation needs. Please refer to sections 4 through 15 of this EIR for a more complete description of project impacts and mitigation measures.

2.1 PROPOSED PROJECT

The Central Petaluma Specific Plan is intended to create a reinvigorated Petaluma central area that accommodates a greater diversity and intensity of activities, including the continuation of traditional industries, as well as new environments for living and working in proximity to the downtown and the river. The Specific Plan provides for a mixture of new employment, housing, and retail land uses developed around the downtown, the riverfront warehouse subarea, and two future transit centers located at the historic Petaluma Depot and on Caufield Lane.

The proposed Specific Plan area encompasses nearly 400 acres within the heart of the city. The Specific Plan area is roughly bounded by Lakeville Street on the north and northeast, Petaluma Boulevard and the Petaluma River on the south and west, and U.S. Highway 101 on the east. The Specific Plan area includes a combination of developed, underutilized, and vacant properties. The Specific Plan area is predominantly urbanized, with a mix of retail, office, service commercial, single- and multi-family residential, heavy commercial, and industrial uses. A large portion of the proposed Specific Plan area overlaps with the City-adopted and recently-amended Central District Redevelopment Plan area.

For planning purposes, the proposed Specific Plan describes the Specific Plan area or "planning area" in terms of "four specific districts with similar groupings in land use"--the North River subarea, Turning Basin subarea, Riverfront Warehouse subarea, and Lower Reach

subarea. The four subareas are mapped on Figure 2-1.¹ Within each of these subareas, the Specific plan encourages land use flexibility, "recognizing that Central Petaluma is different from other parts of the city, and that a clear distinction between living and working environments is less important than intensity and character."² The plan encourages the building of more flexible building types in the central area that accommodate "mixed uses within a single structure"³ or which "foster live/work environments."⁴ The plan advocates a central area ability to build more intensely through provision for "greater densities, mixed use incentives, and the development of structured parking facilities."⁵

To these ends, the Specific Plan proposes the establishment of three primary land use designations: Agricultural Support Industrial, River-Dependent Industrial and Mixed Use. The two industrial designations are intended to complement the Specific Plan's direction to support and maintain existing river dependent and agricultural support industries in the plan area. The Mixed Use designation is intended to facilitate the overall mix of land uses envisioned for the entire planning area. The specific mix of uses and the nature of the development is more specifically described in the "Smart Code" in Appendix A of the Specific Plan. The Smart Code provides the regulatory framework for implementing the policy recommendations of the Specific plan.

The Smart Code of the plan provides a zoning map (Specific Plan Appendix A, Section 2-10) and building and development standards (Specific Plan Appendix A, Section 4-10) that will regulate development throughout the Specific Plan area. Future development potential in accordance with the Specific Plan was analyzed using vacant and underutilized land within the Specific Plan boundaries and assumptions of maximum building heights (number of stories), floor area ratios and residential densities. A "**Specific Plan development scenario**"⁶ for each of the four planning subareas and the Specific Plan area as a whole is summarized in Table 2.1. Because of the maximum development potential identified for each area, the analysis in this EIR is based on a proposed "cap" equal to 25 percent of the overall maximum residential and non-residential development potential, or 1,617 dwelling units and 2.99 million square feet of non-residential development. The proposed Specific Plan development scenario and land use maps are discussed in more detail and shown in Chapter 3 of this EIR, Project Description.

¹City of Petaluma, Central Petaluma Specific Plan, February 2003 Draft, page 16.

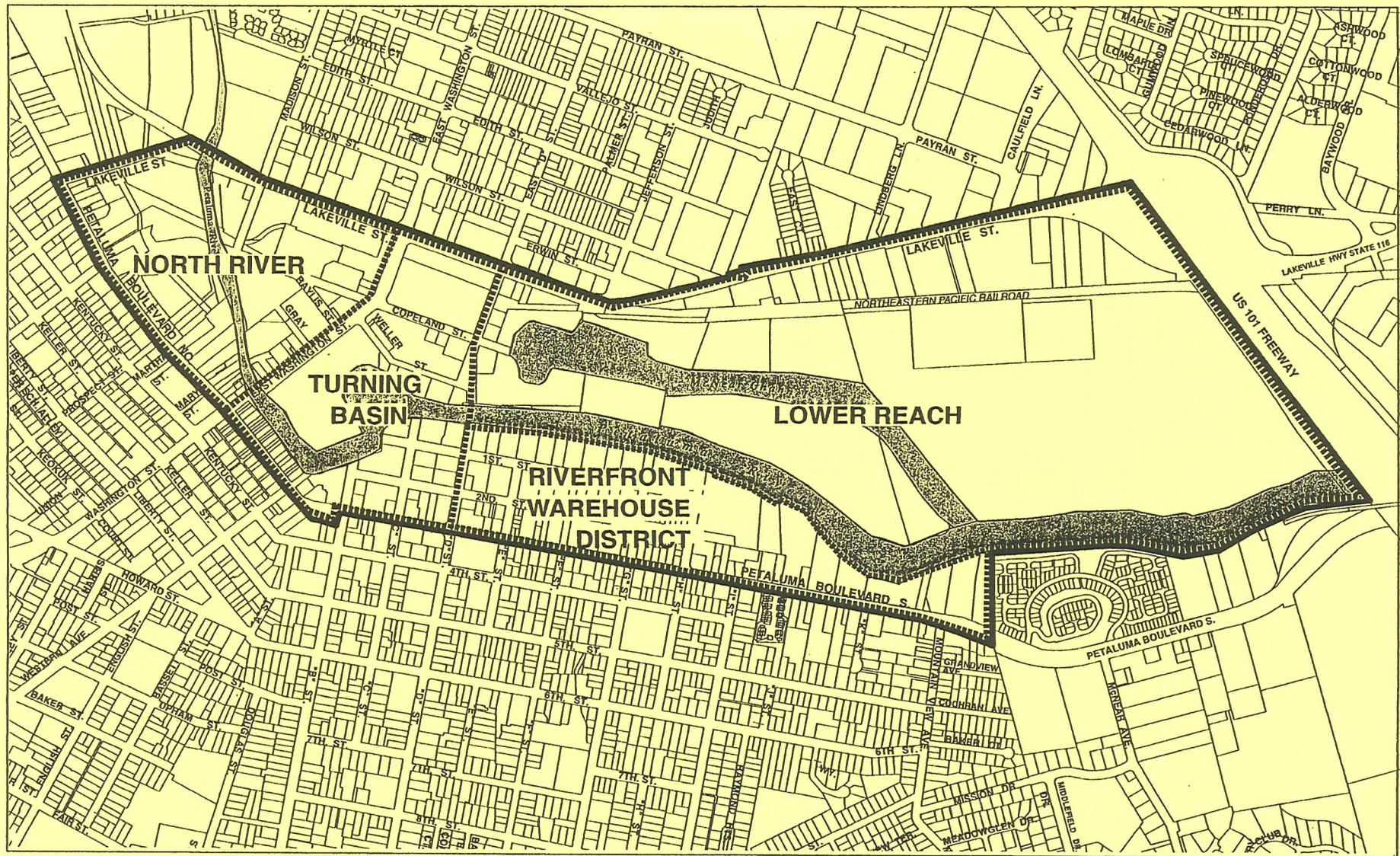
²Ibid., page 20.

³Ibid., page 20.

⁴Ibid., page 20.

⁵Ibid., page 20.

⁶EIR author's term.



Source: City of Petaluma, 2002

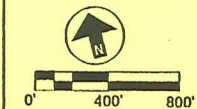


Figure 2.1

SPECIFIC PLAN SUBAREAS

Table 2.1

SUMMARY OF DEVELOPMENT POTENTIAL IN THE SPECIFIC PLAN AREA

<u>Planning Subarea (District)</u>	<u>Existing Development⁽¹⁾</u>	<u>Maximum Additional Development Potential⁽²⁾</u>	<u>Maximum Additional Development Capacity with proposed 25% cap⁽³⁾</u>
North River			
Residential (dwelling units)	N.A.	1,044 d.u.	261 d.u.
Commercial/Industrial (floor area)	N.A.	1,890,492 sq. ft.	472,623 sq. ft.
Turning Basin			
Residential (dwelling units)	N.A.	1,440 d.u.	360 d.u.
Commercial/Industrial (floor area)	N.A.	2,272,504 sq. ft.	568,126 sq. ft.
Riverfront Warehouse			
Residential (dwelling units)	N.A.	1,269 d.u.	317 d.u.
Commercial/Industrial (floor area)	N.A.	1,556,271 sq. ft.	389,067 sq. ft.
Lower Reach			
Residential (dwelling units)	N.A.	2,716 d.u.	679 d.u.
Commercial/Industrial (floor area)	N.A.	6,250,915 sq. ft.	1,562,728 sq. ft.
TOTALS			
Residential (dwelling units)	52 d.u.	6,469 d.u.	1,617 d.u.
Commercial/Industrial (floor area)	1,636,381 sq. ft.	11,970,182 sq. ft.	2,992,546 sq. ft.

SOURCE: Wagstaff and Associates, 2003.

Legend: N.A. = not available; d.u. = dwelling units; sq. ft. = square feet

⁽¹⁾ Dyett & Bhatia, Petaluma General Plan: Existing Conditions, Opportunities and Challenges Report, Second Administrative Review Draft; October 1, 2002, page 4-14

⁽²⁾ City of Petaluma, Central Petaluma Specific Plan, April 2002 Draft, page 27.

⁽³⁾ Ibid.

2.2 ENVIRONMENTAL ISSUES

As provided for in CEQA statutes and guidelines, the environmental focus of this EIR is limited to those environmental issues known to the City of Petaluma, including those concerns identified as possibly significant by the City of Petaluma in its preliminary review (Initial Study) of the proposed project, and by other interested agencies and individuals in response to the Notice of Preparation.¹ These identified areas of environmental impact concern include:

1. Land use,
2. Population, housing, and employment,
3. Transportation and circulation,
4. Cultural and Historic Resources,
5. Public Services and Utilities,
6. Visual factors,
7. Noise,
8. Air quality,
9. Storm Drainage, flood control, and water quality,
10. Geology, soils, and seismicity,
11. Hazardous materials, and
12. Biological resources.

2.3 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

For each of the 12 environmental topics listed above, any "significant" project impact and associated mitigation measure or measures identified in this EIR are summarized in Table 2.2, the SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATIONS chart, that follows. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in Sections 4 through 15 of this EIR. The chart is arranged in five columns: (1) significant adverse environmental impacts, (2) level of impact significance prior to implementation of recommended mitigation measures, (3) recommended impact mitigation measures, (4) entity responsible for implementing each mitigation measure, and (5) level of impact significance after implementation of the mitigation measures.

¹Copies of the City's Notice of Preparation and Initial Study for the Specific Plan are included in Appendix 21.2 of this EIR.

**Table 2.2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>LAND USE</i>				
<p>Impact 4-1: Potential Specific Plan Conflicts with Applicable Petaluma General Plan Policies Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect. The draft Specific Plan includes policies, standards, and guidelines designed to ensure that plan-permitted development takes place in a manner consistent with adopted <u>Petaluma General Plan 1987-2005</u> land use policies adopted for the purpose of avoiding or reducing an environmental effect. Nevertheless, impact analysis findings in this EIR indicate that Specific Plan-permitted development could result in significant impacts on the environment, including:</p> <ul style="list-style-type: none"> ▪ significant adverse transportation and circulation impacts (Impacts 6-1 through 6-13); ▪ significant adverse impacts on cultural and historic resources (Impacts 7-1 and 7-2); 	S	<p>Mitigation 4-1: Implement all mitigations identified in sections 7 through 15 of this EIR. Implementation of these various measures will ensure that Specific Plan implementation will occur in a manner consistent with all identified <u>Petaluma General Plan 1987-2005</u> policies adopted to avoid or mitigate environmental effects, thereby reducing this impact to a <i>less-than-significant level</i>, with the following exceptions:</p> <ul style="list-style-type: none"> ▪ the anticipated Specific Plan growth scenario would result in significant unavoidable operational impacts on two (2) city intersections (<i>Impacts 6-7 and 6-14</i>) and U.S. 101 (<i>Impact 6-13</i>); ▪ the anticipated Specific Plan growth scenario and associated traffic increases would result in a significant unavoidable long-term regional air emissions impact (<i>Impact 11-2</i>); and 	City	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<ul style="list-style-type: none"> ▪ significant visual impacts (Impacts 9-1 through 9-5); ▪ significant noise impacts (Impacts 10-1 and 10-2); ▪ significant air quality impacts (Impacts 11-1 and 11-2); ▪ significant water quality impacts (Impact 12-1); ▪ significant soil stability and river bank erosion impacts (Impacts 13-1 through 13-4); and ▪ significant biological resources (tree loss, special status plant species and jurisdictional wetland) impacts (Impacts 15-1 through 15-3). 		<ul style="list-style-type: none"> ▪ the anticipated Specific Plan growth scenario and associated potential effects on historic resources could result in a significant unavoidable impact on historic resources (Impact 7-2). 		

These potential effects, if not mitigated, would be inconsistent with a number of Petaluma General Plan, 1985-2005 policies adopted for the purpose of avoiding or mitigating an environmental effect (see section 4.2 herein), and therefore would constitute a **significant adverse land use impact**.

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Impact 4.2: Potentials for Adverse Land Use Compatibility Impacts. In addition to the kinds of beneficial land use effects cited above, some Specific Plan-facilitated land use changes could be incompatible with existing central area land uses. Given the proximity of some existing and planned residential uses to existing and planned commercial and industrial uses, project-assisted intensification could introduce significant new land use conflicts (e.g., traffic, visual, light, noise, parking, odor and other conflicts). Such project-induced effects would represent <i>potentially significant adverse land use compatibility impacts</i>.</p>	S	<p>Mitigation 4.2: During City review of individual projects within the Specific Plan area, emphasize the need to avoid significant new land use conflicts between new residential or non-residential development and existing nuisance-prone commercial and industrial uses. During these review procedures and the formulation of conditions of approval, require assurances of adequate site planning and architectural design measures, including architectural measures (noise insulation, screen walls, etc.) within mixed-use structures, adequate to avoid such significant nuisance conflicts, such as:</p> <ul style="list-style-type: none"> (1) adequate land use separation, scale transition, and noise buffering; (2) creative siting of buildings to avoid conflicts; (3) adequate view protection; (4) adequate protections against light, glare, and shadow impacts; (5) adequate odor control; (6) adequate offstreet parking provisions; (7) adequate truck loading and routing provisions; 	City	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		(8) adequate land use incompatibility advisory and acknowledgment requirements; and/or		
		(9) other common measures warranted to avoid such land use conflicts.		
		Implementation of these measures to the satisfaction of the City's Site Plan and Architectural Review Committee (SPARC) would be expected to reduce such potential land use compatibility impacts to a less-than-significant level .		
<i>POPULATION, HOUSING, AND EMPLOYMENT</i>				
Impact 5-1: Population and Housing Growth Impacts. The proposed Specific Plan would accommodate a net additional increment of up to 1,617 residential units in the central area. The 1,617 additional units would represent an increase of roughly 50 percent in the ABAG-projected citywide 2000-2020 household and population growth increment, and an approximately 7 percent increase in the ABAG-projected year 2020 citywide population total (from the currently projected total of 23,360 households without the Specific Plan to	S	Mitigation 5-1: Implement all mitigation measures identified in Chapters 6 through 14 of this EIR. As explained in those chapters, implementation of the identified mitigation measures would reduce these impacts to less than significant levels , with the following exceptions: <ul style="list-style-type: none"> ▪ the growth increment could result in significant unavoidable adverse operational impacts on up to three local intersections and freeway onramps depending on the traffic 	City	LS/SU

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>approximately 24,977 households with the Specific Plan). The Specific Plan would therefore directly induce substantial household and population growth, which would represent a significant impact on Petaluma population and housing conditions. As described in Chapters 6 through 14 of this EIR, these Specific Plan-related household and population increases would result in associated potentially significant physical (environmental) impacts, including significant transportation, public services and utilities, visual, noise, air quality, storm drainage, flood control, geotechnical, and hazardous materials exposure impacts.</p>		<p>scenario chosen (see Chapter 6, Impacts 6-3, 6-7 and 6-12); and a segment of U.S. 101 (Impact 6-13);</p> <ul style="list-style-type: none"> ▪ the growth increment would result in significant unavoidable adverse long-term regional air emissions impacts; and ▪ the growth increment would result in significant unavoidable impacts to historic resources. 		

TRANSPORTATION AND CIRCULATION

Impact 6-1: Cumulative Plus Project Impact on the US 101 Northbound Ramps/Redwood Highway Intersection. Under Cumulative No Project conditions, the intersection is expected to deteriorate from LOS C to LOS D during the PM peak hour. Under Cumulative Plus Project conditions (both scenarios), the intersection is expected to operate at LOS E during the PM peak hour. The addition of project traffic is expected to increase the average delay at the intersection by 25.1 seconds under Project

S

Mitigation 6-1. Mitigation shall include reassigning the northbound off-ramp right-turn movement (which is currently stop-controlled) to a “free” northbound right-turn lane (i.e., a right turn lane that would not be controlled by the traffic signal) and associated receiving lane. The level of service analysis conducted for this EIR indicates that this improvement would provide acceptable operations (LOS B) during the PM peak hour under the Cumulative No Project and the Cumulative Plus Project scenarios.

City

LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Scenario 1 and 20.1 seconds under Project Scenario 2. This effect would represent a <i>potentially significant impact</i> .		Implementation of this measure would reduce this potential impact to a <i>less-than-significant level</i> .		
Impact 6-2: Cumulative Plus Project Impact on the US 101 Southbound Ramps/Redwood Highway Intersection. Under Cumulative No project conditions, the intersection is expected to maintain its current level of service (LOS C) during the PM peak hour. Under Cumulative Plus Project conditions (both scenarios), the intersection is expected to deteriorate from LOS C to LOS D during the PM peak hour. The addition of project traffic is expected to increase the average delay at the intersection by 4.0 seconds under Project Scenario 1 and 3.5 seconds under Project Scenario 2. This effect would represent a <i>potentially significant impact</i> .	S	Mitigation 6-2. Mitigation for this impact shall include reassigning the southbound off-ramp right-turn movement (which is currently stop-controlled) to a “free” southbound right-turn lane (i.e., a right turn lane that would not be controlled by the traffic signal) and associated receiving lane. The level of service analysis conducted for this EIR indicates that this improvement would provide acceptable operations (LOS C) during the PM peak hour under the Cumulative Plus Project scenarios. Implementation of this measure would reduce this potential impact to a <i>less-than-significant level</i> .	City	LS
Impact 6-3: Cumulative Plus Project Impact on the US 101 Southbound Ramps/East Washington Street Intersection. Under Cumulative No Project conditions, the intersection is expected to maintain its current level of service (LOS C) during the PM peak hour. The intersection is expected to deteriorate from LOS C to LOS E under Project Scenario 1 and LOS D under Project Scenario 2 during the	S	Mitigation 6-3. Mitigation for this impact shall include providing dual right-turn lanes at the southbound ramp. The level of service analysis conducted for this EIR indicates that this improvement would not provide acceptable operations, but would improve operations to LOS D during the PM peak hour under Project Scenario 1. Therefore, this would constitute a <i>significant unavoidable impact</i> for Scenario 1.	City	SU/LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>PM peak hour. The addition of project traffic is expected to increase the average delay at the intersection by 29.5 seconds under Project Scenario 1 and 13.8 seconds under Project Scenario 2. This effect would represent a potentially significant impact.</p>	S	<p>However, this improvement would provide acceptable operations (LOS C) during the PM peak hour under Project Scenario 2. Implementation of this measure would reduce this potential impact to a less-than-significant level.</p>	City	LS
<p>Impact 6-4: Cumulative Plus Project Impact on the Lakeville Street/Caulfield Lane Intersection. Under Cumulative No Project conditions, the intersection is expected to deteriorate from LOS C to LOS D during the PM peak hour. Under Cumulative Plus Project conditions, the intersection is expected to operate at LOS F under Project Scenario 1 and LOS E under Project Scenario 2 during the PM peak hour. The addition of project traffic is expected to increase the average delay at the intersection by 43.9 seconds under Scenario 1 and 11.9 seconds under Project Scenario 2. This effect would represent a potentially significant impact.</p>	S	<p>Mitigation 6-4. Mitigation for this impact shall include providing dual right-turn lanes for the westbound approach on Caulfield Lane. The level of service analysis conducted for this EIR indicates that this improvement would provide acceptable operations (LOS C) during the PM peak hour under the Cumulative No Project and Cumulative Plus Project scenarios. Implementation of this measure would reduce this potential impact to a less-than-significant level.</p>	City	LS
<p>Impact 6-5: Cumulative Plus Project Impact on the Lakeville Street/Baywood Drive Intersection. Under Cumulative No Project conditions, the intersection is expected to deteriorate from LOS D to LOS F during the PM peak hour. Under Cumulative Plus Project</p>	S	<p>Mitigation 6-5. Mitigation for this impact shall include providing dual right-turn lanes and dual left-turn lanes on the westbound and eastbound approaches on Baywood Drive, respectively. The level of service analysis conducted for this EIR indicates that these improvements would not</p>	City	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>conditions (both scenarios), the intersection is expected to operate at LOS F during the PM peak hour. Since the addition of project traffic is expected to increase the average delay by more than five seconds at the intersection under the Cumulative Plus Project scenarios, this effect would represent a <i>potentially significant impact</i>.</p>		<p>provide acceptable operations (LOS C), but would improve operations to LOS E during the PM peak hour under all Cumulative scenarios. In addition, providing an exclusive right-turn lane for the northbound approach on Lakeville Drive would improve operations to LOS D under all Cumulative scenarios. Since these measures would improve projected conditions under the No Project scenario, implementation of this measure would reduce this potential impact to a <i>less-than-significant level</i>.</p>		
<p>Impact 6-6: Cumulative Plus Project Impact on the Lakeville Street/East Washington Street Intersection. Under Cumulative No Project conditions, the intersection is expected to maintain current operations (LOS C) during the PM peak hour. Under Cumulative Plus Project conditions (both scenarios), the intersection is expected to deteriorate from LOS C to LOS D during the PM peak hour. The addition of project traffic is expected to increase the average delay by 11.4 seconds under Project Scenario 1 and 27.1 seconds under Project Scenario 2. This effect would represent a <i>potentially significant impact</i>.</p>	S	<p>Mitigation 6-6. Mitigation for this impact shall include providing an exclusive right-turn lane for the eastbound approach on E. Washington Street. The level of service analysis conducted for this EIR indicates that this improvement would provide acceptable operations (LOS C) under the Cumulative Plus Project scenarios. Implementation of this measure would reduce this potential impact to a <i>less-than-significant level</i>.</p>	City	LS
<p>Impact 6-7: Cumulative Plus Project Impact on the Lakeville Street/D Street Intersection.</p>	S	<p>Mitigation 6-7. Mitigation for this impact shall include providing an exclusive right-turn lane for</p>	City	SU

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Under Cumulative No Project conditions, the intersection is expected to improve current operations from LOS E to LOS D during the PM peak hour. Under Cumulative Plus Project conditions (both scenarios), the intersection is expected to operate unacceptably (LOS F) during the PM peak hour. Since the addition of project traffic would substantially increase the average delay at the intersection under the Cumulative Plus Project scenarios, this effect would represent a potentially significant impact.</p>		<p>the westbound approach on D Street. The level of service analysis conducted for this EIR indicates that this improvement would not provide acceptable operations (LOS C), but would improve operations from LOS F to LOS E under the Cumulative Plus Project scenarios. Since this mitigation measure would not improve traffic operations to an acceptable LOS C, this impact would be considered significant and unavoidable.</p>		
<p>Impact 6-8: Cumulative Plus Project Impact on the Copeland Street/East Washington Street Intersection. Under Cumulative No Project conditions, the intersection would continue to operate unacceptably (LOS F) during the PM peak hour. Under Cumulative Plus Project (both scenarios), the intersection is expected to operate unacceptably (LOS F) during the PM peak hour. Since the addition of project traffic would increase the average delay by more than five seconds at the intersection under the Cumulative Plus Project scenarios, this effect would represent a potentially significant impact.</p>	S	<p>Mitigation 6-8. Mitigation for this impact shall include the installation of a traffic signal and proper timing coordination with its adjacent signalized intersections. The traffic volume at the intersection satisfies the Caltrans Peak-Hour Warrant for a traffic signal installation. An additional improvement includes providing an exclusive “free” right-turn movement and receiving lane for the northbound approach on Copeland Street. The level of service analysis conducted for this EIR indicates that these improvements would provide acceptable operations (LOS A) under the Cumulative No Project and the Cumulative Plus Project scenarios. Implementation of this measure would reduce this potential impact to a less-than-significant level.</p>	City	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Impact 6-9: Cumulative Plus Project Impact on the Petaluma Boulevard Street/East Washington Street Intersection. Under Cumulative No Project conditions, the intersection would continue to operate unacceptably (LOS D) during the PM peak hour. Under Cumulative Plus Project conditions, the intersection is expected to operate at LOS E under Project Scenario 1 and LOS D under Project Scenario 2. The addition of project traffic would increase the average delay by 16.9 seconds at the intersection under the Project Scenario 1. This effect would represent a potentially significant impact.</p>	S	<p>Mitigation 6-9. Mitigation for this impact shall include providing exclusive right-turn lanes for the east and westbound approaches on East Washington Street. The level of service analysis conducted for this EIR indicates that these improvements would not provide acceptable operations (LOS C), but would improve operations from LOS E to LOS D under Project Scenario 1. Although traffic conditions would remain at an unacceptable LOS D, the same as under Cumulative No Project conditions, the addition of project traffic under neither of the two project scenarios would increase intersection delays by more than 5 seconds. Therefore, implementation of this measure would reduce this potential impact to a less-than-significant level.</p>	City	LS
<p>Impact 6-10: Cumulative Plus Project Impact on the Liberty Street/East Washington Street Intersection. Under Cumulative No Project conditions, the intersection would continue to operate unacceptably (LOS F) during the PM peak hour. Under Cumulative Plus Project (both scenarios), the intersection is expected to operate unacceptably (LOS F) during the PM peak hour. Since the addition of project traffic would increase the average delay at the intersection by more that fives seconds under the</p>	S	<p>Mitigation 6-10. Mitigation for this impact shall include the installation of a traffic signal and proper timing coordination with its adjacent signalized intersections. The traffic volume at the intersection satisfies the Caltrans Peak-Hour Volume Warrant for a traffic signal installation. An additional improvement includes providing an exclusive right-turn lane for the northbound approach on Liberty Street. The level of service analysis conducted for this EIR indicates that these improvements would provide acceptable</p>	City	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Cumulative Plus Project scenarios, this effect would represent a <i>potentially significant impact</i> .		operations (LOS C) under the Cumulative No Project and the Cumulative Plus Project scenarios. Implementation of this measure would reduce this potential impact to a <i>less-than-significant level</i> .		
Impact 6-11: Cumulative Plus Project Impact on the Petaluma Boulevard/D Street Intersection. Under Cumulative No Project conditions, the intersection is expected to improve from LOS E to LOS D during the PM peak hour. Under Cumulative Plus Project conditions, the intersection is expected to operate at LOS E under Project Scenario 2 during the PM peak hour. The addition of project traffic would increase the average delay at the intersection by 14.6 seconds under Project Scenario 2. This effect would represent a <i>potentially significant impact</i> .	S	Mitigation 6-11. Mitigation for this impact shall include providing an exclusive right-turn lane for the southbound approach on Petaluma Boulevard. The level of service analysis conducted for this EIR indicates that this improvement would not provide acceptable operations (LOS C), but would improve operations from LOS E to LOS D under Project Scenario 2. Although traffic conditions would remain at an unacceptable LOS D, the same as under Cumulative No Project conditions, the addition of project traffic under either of the two project scenarios would not increase intersection delays by more than 5 seconds. Therefore, implementation of this measure would reduce this potential impact to a <i>less-than-significant level</i> .	City	LS
Impact 6-12: Cumulative Plus Project Impact on the Petaluma Boulevard/I Street Intersection. Under Cumulative No Project conditions, the intersection is expected to operate acceptably at LOS B during the PM peak	S	Mitigation 6-12. Mitigation for this Scenario 1-related impact shall include removal of the exclusive left-turn lane for the northbound approach on Petaluma Boulevard and signal re-timing to allow all movements at this intersection	City	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>hour. Under Cumulative Plus Project conditions, the intersection is expected to deteriorate from LOS B to LOS F under Project Scenario 1 during the PM peak hour. The addition of project traffic would increase the average delay at the intersection by 102.5 seconds under Project Scenario 1. Under Scenario 2, the intersection is expected to maintain acceptable operations (LOS B). This effect would represent a potentially significant impact. Under Project Scenario 2, the intersection is expected to maintain acceptable operations (LOS B), which would not represent a significant impact.</p>		<p>to be permitted. The level of service analysis conducted for this EIR indicates that this improvement would improve operations from LOS F to LOS A under Project Scenario 1. Therefore, implementation of this measure would reduce this potential impact to a less-than-significant level.</p>		
<p>Impact 6-13: Cumulative Plus Project Impact on U.S. 101. Under Cumulative No Project conditions, U.S. 101 is expected to operate unacceptably (LOS E) on the segment of U.S. 101 between Washington Street and Redwood Highway during the PM peak hour. Under Cumulative Plus Project conditions, the same segment is expected to deteriorate from LOS E to LOS F under both Project Scenarios during the PM peak hour. Since the addition of project traffic would reach the volume capacity on the freeway system under both Project Scenarios, this effect would represent a potentially significant impact.</p>	S	<p>Mitigation 6-13. Mitigations for this impact would be prohibitively expensive (i.e., widening the freeway to eight lanes) or would require conversion of HOV lanes to mixed use travel in order to create additional vehicle capacity. Therefore, this impact would be significant and unavoidable.</p>	City	SU

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Impact 6-14: Cumulative Plus Project (Scenario 1) Roundabout Impact. Under the Cumulative Plus Project Scenario 1, a roundabout is proposed at the Copeland Street/East Washington Street and Petaluma Boulevard/D Street intersections. The level of service analysis conducted for this EIR indicates that a roundabout at either location would provide unacceptable operations (LOS F) under Scenario 1. This effect would potentially represent a significant impact.</p>	S	<p>Mitigation 6-14. Mitigation shall be determined through analysis of various lane configurations and alignments at the Copeland Street/East Washington Street and Petaluma Boulevard/D Street intersections. Because the effectiveness of future mitigations has not been determined, the effect of roundabouts at these intersections would represent a significant, unavoidable impact.</p>	City	SU
<p><i>CULTURAL AND HISTORIC RESOURCES</i></p>				
<p>Impact 7-1: Disturbance of Archaeological Resources. New central area development and redevelopment permitted and encouraged by the Specific Plan could disturb existing unrecorded sensitive archaeological resources in the Specific Plan area. This possibility represents a potentially significant impact.</p>	S	<p>Mitigation 7-1: During the City's normal project-specific environmental review (Initial Study) process for all future, discretionary, public improvement and private development projects in the Specific Plan area, the City shall determine the possible presence of, and the potential impacts of the action on, archaeological resources. The individual project sponsor should be required to contact the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) to determine whether the particular project is located in a sensitive area. Future development projects that the CHRIS determines may be located in a sensitive area--i.e., on or adjoining</p>	City	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		<p>an identified archaeological site--shall proceed only after the project sponsor contracts with a qualified archaeologist to conduct a determination in regard to cultural values remaining on the site and warranted mitigation measures.</p> <p>In general, to make an adequate determination, the archaeologist should conduct a preliminary field inspection to: (1) assess the amount of visible ground-surface, (2) identify locations of visible ground-surface, (3) determine the nature and extent of previous impacts, and (4) assess the nature and extent of potential impacts. Such field inspection may demonstrate the need for some form of additional subsurface testing (e.g., excavation by auger, shovel, or backhoe unit). Alternatively, onsite monitoring of subsurface activities (i.e., during grading or trenching) may be needed.</p> <p>If a significant archaeological resource is identified through this field inspection process, the City and project proponent shall seek to void damaging effects to the resource. Preservation in place to maintain the relationship between the artifact(s) and the archaeological context is the</p>		

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		<p>preferred manner of mitigating impacts to an archaeological site. Preservation may be accomplished by:</p> <ul style="list-style-type: none"> ▪ Planning construction to avoid the archaeological site; ▪ Incorporating the site within a park, greenspace, or other open space element; ▪ Covering the site with a layer of chemically stable soil; or ▪ Deeding the site into a permanent conservation easement. <p>When in-place mitigation is determined by the City to be infeasible, a <i>data recovery plan</i>, which makes provisions for adequate recovery of the scientifically consequential information about the site, shall be prepared and adopted prior to any additional excavation being undertaken. Such studies must be submitted to the California Historical Resources Regional Information Center (i.e., the NWIC at Sonoma State University). If Native American artifacts are indicated, the studies must also be submitted to the Native American Heritage Commission. Identified cultural resources should be recorded on form</p>		

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		<p>DPR 422 (archaeological sites). Mitigation measures recommended by these two groups and required by the City shall be undertaken, if necessary, prior to resumption of construction activities.</p> <p>A <i>data recovery plan</i> and data recovery shall not be required if the City determines that testing or studies already completed have adequately recovered the necessary data, provided that the data have already been documented in another EIR and are available for review at the California Historical Resource Regional Information Center [<i>CEQA Guidelines</i> section 15126.4(b)].</p> <p>In the event that subsurface cultural resources are otherwise encountered during approved ground-disturbing activities for a Specific Plan area construction activity, work in the immediate vicinity shall be stopped and a qualified archaeologist retained to evaluate the finds following the procedures described above.</p> <p>If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and <i>CEQA Guidelines</i> section 15126.4(b) shall apply.</p>		

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Impact 7-2: Destruction/Degradation of Historic Resources. The Specific Plan (Historic Preservation chapter) contains policies for recognizing historic resources, expanding the Petaluma Historic Commercial District, creating two local historic districts, and conducting additional historical research. Nevertheless, future development projects that are otherwise consistent with the proposed Specific Plan may cause substantial adverse changes in either (a) the significance of one or more of the 66 potentially significant historic resources identified in the City-commissioned Carey & Co. <i>historic resources survey</i>, or (b) the significance of the designated Petaluma Historic Commercial District or local historic districts created under the Specific Plan. Substantial adverse changes that may occur include physical demolition, destruction, relocation, or alteration of one or more resources, such that the resource and/or the historic district in which it is located is "materially impaired." The significance of an historic resource is considered to be "materially impaired" when a project demolishes or materially alters the physical characteristics that justify the determination of its significance [CEQA</p>	S	<p>Implementation of this measure would reduce this impact to a <i>less-than-significant level</i>.</p> <p>Mitigation 7-2: Generally, for any future discretionary action within the Specific Plan area that the City determines through the CEQA-required Initial Study review process may cause a "substantial adverse change" in one or more of the 66 potentially significant historic resources identified in the Carey & Co. <i>historic resources survey</i>, the City and applicant shall incorporate measures that would seek to improve the affected historic resource in accordance with either of the following publications:</p> <ul style="list-style-type: none"> ▪ Secretary of Interior's <i>Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings</i>; or ▪ Secretary of Interior's <i>Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings</i>. <p>Successful incorporation of these measures would reduce the impact to a <i>less-than-significant level</i> [CEQA Guidelines section 15126.4(b)]. This mitigation shall be made</p>	City	LS/SU

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p><i>Guidelines</i> section 15064.5(b)]. Such an adverse change to a CEQA-defined historic resource would constitute a significant impact.</p>		<p>enforceable by its incorporation into the Specific Plan as a City-adopted policy and requirement to be implemented through subsequent permits, conditions, agreements or other measures, pursuant to <i>CEQA Guidelines</i> section 15064.5(b)(3-5).</p> <p>For any future discretionary action that would result in the <u>demolition</u> of an HRS-identified historic resource or otherwise cause the significance of the resource to be “materially impaired,” the City may determine through the Initial Study process for that action that this mitigation may not be adequate under CEQA, i.e., may not reduce the effects of the demolition to a less-than-significant level. The potential for building demolition and resulting effects on historic resources and/or historic districts would therefore represent a significant, unavoidable impact.</p>		
<p><i>VISUAL FACTORS</i></p>				
<p>Impact 9-1: Water Street Area Visual Impacts (Turning Basin and North River Subareas). In the Turning Basin and North River subareas, Specific Plan-facilitated development and intensification consistent with proposed draft Specific Plan land use policies could adversely</p>	S	<p>Mitigation 9-1: Specific Plan-facilitated development along Water Street shall be subject to stringent design review by the City's Site Plan and Architectural Review Committee (SPARC), based on: (1) the current SPARC Design Guidelines, and (2) an <u>amendment</u> to the current</p>	City	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>affect the valued visual character of water along the west side of the river. This possible effect represents a <i>potentially significant impact</i>.</p>		<p>SPARC Design Guidelines to incorporate the following additional development criteria specifically identified in the new Petaluma "Smart Code" zoning ordinance outlined in Appendix A of the draft <u>Central Petaluma Specific Plan</u>: Smart Code zoning map (Section 2.10), Smart Code Building Standards Table (Section 4.10), Building Placement (Section 4.30), Frontage Types (Section 4.40), Civic Spaces (Section 4.50) and Landscape Standards (Section 4.60), as well as the Architectural Character narrative in the Community Design Chapter (Chapter 4 of the Specific Plan).</p> <p>In addition, future new buildings on this waterfront should be set back from the riverfront and incorporate design approaches consistent with the City's adopted <u>River Access and Enhancement Plan</u> and the recommended design approach for Area 2 in Chapter 4 of the Specific Plan. Designs should incorporate elements such as bay windows and porches that relate to the river and encourage a more positive relationship between indoor and public outdoor spaces.</p> <p>Adoption and effective implementation of these design standards and guidelines would mitigate this impact to a <i>less-than-significant level</i>.</p>		

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Impact 9-2: East Washington Street Corridor Visual Impacts (North River and Turning Basin Subareas). In the North River and Turning Basin subareas, development and intensification consistent with proposed draft Specific Plan land use policies could adversely affect the valued visual aspects of the East Washington Street corridor. This possible effect represents a <i>potentially significant impact</i>.</p>	S	<p>Mitigation 9-2: Implement <i>Mitigation 9-1</i>, adding the approach outlined for Area 3 in Chapter 4 of the current Draft <u>Central Petaluma Specific Plan</u> to the current SPARC Design Guidelines. Adoption and effective implementation of this design standard would mitigate this impact to a <i>less-than-significant level</i>.</p>	City	LS
<p>Impact 9-3: Turning Basin Subarea Visual Impacts. In the Turning Basin subarea, Specific Plan-facilitated development and intensification consistent with proposed draft Specific Plan land use policies could adversely affect the valued visual character of the area around the Petaluma River Turning Basin. This possible effect represents a <i>potentially significant impact</i>.</p>	S	<p>Mitigation 9-3: Implement <i>Mitigation 9-1</i>, adding the design approach outlined for Area 5 in Chapter 4 of the <i>Community Design</i> element of the proposed draft <u>Central Petaluma Specific Plan</u> to the current SPARC Design Guidelines. Adoption and effective implementation of these design standards would mitigate this impact to a <i>less-than-significant level</i>.</p>	City	LS
<p>Impact 9-4: Riverfront Warehouse Subarea Visual Impacts. In the Riverfront Warehouse District, development and intensification consistent with the land use policies of the adopted and anticipated <u>Petaluma General Plan</u> and the Draft <u>Central Petaluma Specific Plan</u> could adversely affect the valued visual character of the Riverfront Warehouse District, including possible replacement of existing visually distinctive warehouse structures, introduction of</p>	S	<p>Mitigation 9-4: Further visual impact assessment should be undertaken upon submission of specific development proposals for the Riverfront Warehouse District. In addition to the project design documents and materials currently required for the City's SPARC review process, visual simulations and/or shadow analysis shall be required where significant new buildings or changes in land uses are proposed within this subarea.</p>	City/ applicants	LS

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>incompatible new building scales and parking facilities and possible disruption of valued existing views to the river and surrounding landscape. This possible effect represents a potentially significant impact.</p>		<p>Also, implement <i>Mitigation 9-1</i>, adding the recommended design approach specifically identified for Area 11 in Chapter 4 of the Draft <u>Central Petaluma Specific Plan</u> to the current SPARC Design Guidelines in order to specifically address the need to protect and enhance the unique visual character of this subarea and foster a visually coherent district of buildings, streets and open spaces in the subarea.</p> <p>In addition, the SPARC Design Guidelines should be amended to incorporate the following Specific Plan-identified urban design objectives:</p> <ul style="list-style-type: none"> ■ First Street should be improved as a landscaped corridor, with limited curb cuts in order to create a continuity of street tree landscaping and streetscape elements. Perpendicular or diagonal parking should be encouraged on one side of the street, until such time that the rail tracks are in active use. ■ Surface parking lots should be landscaped to achieve a 50 percent canopy coverage of paved areas at maturity. ■ Surface parking lots should be limited in size along the river side of First Street. 		

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Impact 9-5: Lower Reach Subarea Visual Impacts. In the Lower Reach subarea, Specific</p>	S	<ul style="list-style-type: none"> ■ Building forms and landscape styles should recall the diverse and eclectic character of this subarea. This would result in a variety of different building materials, from wood frame buildings of a fine Victorian scale and detail to bold forms and sheet metal warehouses along the riverfront. While the richness of local building traditions should be reflected, innovations in building technologies and design are encouraged to achieve greater efficiency and foster creativity. ■ Along the river, structures should emulate forms reminiscent of the existing river warehouses. Large-volume buildings should be encouraged with repeating roof patterns and a tight-knit pattern along the river edge. Front yard setbacks should be discouraged, except to accommodate continuous landscaping along the street and a continuous walkway along the river. <p>Adoption and effective implementation of these design standards and guidelines will reduce this impact to a <i>less-than-significant level</i>.</p>	City	LS
		<p>Mitigation 9-5: Specific Plan-facilitated development along the McNear Channel in the</p>		

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Plan-facilitated development and intensification could adversely affect the visual environment of existing and proposed park uses on the McNear Peninsula. This possible effect represents a <i>potentially significant impact</i>.</p>		<p>Lower Reach subarea shall be subject to stringent design review by the City's Site Plan and Architectural Review Commission (SPARC), based on: (1) the current SPARC Design Guidelines, and (2) an <u>amendment</u> to the current SPARC Design Guidelines to incorporate the following additional guidelines specifically identified in the <i>Community Design</i> element of the proposed draft <u>Central Petaluma Specific Plan</u>:</p> <ul style="list-style-type: none"> ▪ <i>Draft Specific Plan Community Design Policy 4.1</i>: Provide for a major band of waterfront open space (In the Lower Reach subarea). ▪ <i>Draft Specific Plan Community Design Policy 4.2</i>: Establish a continuous circuit of open space. ▪ <i>Draft Specific Plan Community Design Policy 4.3</i>: Establish a linear open space corridor adjacent to the rail tracks. <p>Adoption and effective implementation of these design standards would mitigate this impact to a <i>less-than-significant level</i>.</p>		

S = Significant
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 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>NOISE</i>				
<p>Impact 10-1: Exposure of Future Attached Residential Uses to Environmental Noise. Buildout under the proposed Specific Plan land use policies may result in exposure of existing and/or new Specific Plan area residents to environmental, roadway and railroad noise levels considered greater than "conditionally acceptable" or "normally acceptable" under existing City standards, a condition that would be considered a <i>potentially significant impact</i>.</p>	S	<p>Mitigation 10-1: Require all Specific Plan-facilitated attached residential projects proposed for locations adjacent to major central area roadways (i.e., Petaluma Boulevard, Lakeville Street, East Washington Street, and D Street) or along the NWP railroad corridor to prepare an acoustical assessment by a qualified acoustical consultant, and require implementation of recommended measures necessary to comply with City of Petaluma and state noise standards. Any attached residential developments would be subject to the requirements set forth in Title 24, Part II of the State Building Code. The State Building Code requires that the design for the multi-family building must include the noise control treatments necessary to reduce environmental noise to an L_{dn} of 45 dBA or less inside habitable rooms within these projects. The acoustical report, including warranted noise abatement specifications, shall be submitted along with the Building Plans during the Building Permit process. Noise control treatments that would normally be sufficient given the identified levels of Specific Plan area noise exposures include sound-rated windows and doors, and forced-air mechanical ventilation (or air conditioning) so windows may be kept closed at</p>	Individual applicants	LS

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 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Impact 10-2: Specific Plan-Facilitated Construction Noise. Construction activities can generate considerable noise levels. Central Area construction activities facilitated by the Specific Plan could include site grading and preparation, building demolition, building modification and rehabilitation, construction of new buildings, installation of utilities, the paving of roadways, and construction of parking structures. The noise effects of these future construction activities would depend upon the amount of activity, the type of construction equipment used, and the noise control measures utilized. Typical maximum noise levels at busy construction sites range from 80 to 90 dBA at a distance of 50 feet from the source. These noise levels drop-off at a rate of about 6 dBA per doubling of distance between the source and receiver. Residential and other noise-sensitive uses located adjacent to project-facilitated construction activities could</p>	S	<p>the discretion of the building occupants. Implementation of these measures would reduce the potential for impacts to new attached residential development due to noise and land use incompatibilities to a <i>less-than-significant level.</i></p> <p>Mitigation 10-2. Require proponents of discretionary private developments (including building demolition, grading, building modification and rehabilitation, new building construction and other construction activities) and public construction projects in the Specific Plan area to implement the following mitigation measures during the construction period:</p> <ol style="list-style-type: none"> (1) <i>Construction Scheduling.</i> Limit noise-generating construction activities to daytime, weekday hours (7:00 AM to 6:00 PM), and 9:00 AM to 5:00 PM on weekends and holidays. (2) <i>Construction Equipment Mufflers and Maintenance.</i> Properly muffle and maintain all construction equipment powered by internal combustion engines. 	Individual applicants	LS

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 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>therefore be exposed to noise levels that would interfere with normal activities. This would constitute a potentially significant impact.</p>		<p>(3) <i>Idling Prohibitions.</i> Prohibit unnecessary idling of internal combustion engines.</p> <p>(4) <i>Equipment Locations and Shielding.</i> Locate all stationary noise-generating construction equipment, such as air compressors, as far as practical from existing nearby noise sensitive receptors. Typically this would be near the center of the site and behind existing buildings wherever possible so that the buildings can act as noise barriers to shield such equipment.</p> <p>(5) <i>Quiet Equipment Selection.</i> Select quiet construction equipment, particularly air compressors, whenever possible. (Fit motorized equipment with proper mufflers in good working order.)</p> <p>(6) <i>Noise Disturbance Coordinator.</i> Designate a project construction supervisor as "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for</p>		

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		<p>the Disturbance Coordinator at the construction site and submit the name and telephone number of the Disturbance Coordinator to the City of Petaluma building division and police department.</p> <p>(7) <i>Notification.</i> Notify nearby residents (within 300 feet) in writing of the demolition and construction schedule.</p> <p>Implementation of these measures will reduce this impact to a <i>less than significant level.</i></p>		

AIR QUALITY

Impact 11-1: Construction-Related Air Quality Impacts. Construction activities permitted and/or facilitated by the proposed Specific Plan would generate construction period exhaust emissions and fugitive dust that could noticeably affect local air quality. This would represent a ***potentially significant impact.***

S

Mitigation 11.1: For all discretionary grading, demolition, or construction activity in the Specific Plan area, require implementation of the following dust control measures by construction contractors, where applicable, during all construction phases:

Individual applicants

LS

- Water all active construction areas at least twice daily.
- Pave, apply water three times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.

S = Significant
 LS = Less than significant
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 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		<ul style="list-style-type: none"> ■ Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites. ■ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. ■ Hydroseed or apply (nontoxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). ■ Enclose, cover, water twice daily or apply (nontoxic) soil binders to exposed stockpiles (dirt, sand, etc.). ■ Limit traffic speeds on unpaved roads to 15 mph. ■ Install sandbags or other erosion control measures to prevent silt runoff to public roadways. ■ Replant vegetation in disturbed areas as quickly as possible. 		

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 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		Implementation of these measures would reduce the impact of the project to a <i>less-than-significant level</i> .		
<p>Impact 11-2: Long-Term Regional Emissions Increases. Future traffic increases under the "with Specific Plan" scenario would generate regional emissions increases which would exceed the applicable thresholds of significance for reactive organic gases (ROG), nitrous oxide (NO₂) and particulate (PM₁₀). This effect is considered to be a <i>significant project and cumulative impact</i>.</p>	S	<p>Mitigation 11-2: Apply the following emissions control strategies where applicable to Specific Plan-facilitated discretionary residential and commercial/industrial development activities within the Specific Plan area in order to reduce overall traffic generation:</p> <ul style="list-style-type: none"> ▪ Where practical, future development proposals shall include physical improvements, such as sidewalk improvements, landscaping and the installation of bus shelters and bicycle parking, that would act as incentives for pedestrian, bicycle and transit modes of travel. ▪ New or modified roadways should include bicycle lanes where reasonable and feasible. ▪ Where practical, employment-intensive development proposals (office, retail, manufacturing) shall include measures to encourage use of public transit, ridesharing, 	City/individual applicants	SU

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 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		<p>van pooling, use of bicycles, and walking as well as to minimize single passenger motor vehicle use.</p> <ul style="list-style-type: none"> ■ Office land uses would generate the majority of total project trips and home-to-work commute trips that are most amenable to Transportation Systems Management (TSM) strategies. As a condition of approval, all office development projects within the Specific Plan area of 10,000 square feet (approximately 25 employees) or greater shall implement a Transportation Systems Management (TSM) program, including vehicle use reduction strategies such as the following: <ul style="list-style-type: none"> - Secure and weather-protected bicycle parking for employees, - Preferential parking for carpool/vanpool vehicles, - Parking cash-out program for employees (nondriving employees receive transportation allowance equivalent to the value of subsidized parking), and/or 		

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>STORM DRAINAGE, FLOOD CONTROL, AND WATER QUALITY</i>	S	<ul style="list-style-type: none"> - Shower and locker provisions for employees bicycling or walking to work. ■ Adopt policies and programs that will implement "smart-growth" strategies of the Smart Growth Strategy/Regional Livability Footprint Project being developed by the Association of Bay Area Governments and other regional agencies. <p>Implementation of these measures would assist in reducing the project-related and cumulative impacts on long-term regional ROG, NO₂ and PM₁₀ emissions levels, but may not reduce this impact to a less than significant level. Since no other feasible measures are available, the project and cumulative effects on ROG, NO₂ and PM₁₀ emissions levels would represent a significant unavoidable impact.</p> <p>Mitigation 12-1: Require the applicant for each future Specific Plan-facilitated discretionary development to comply where applicable with all state, regional and City water quality provisions and where required under adopted San</p>	Individual applicants	LS
<p>Impact 12-1: Erosion, Sedimentation and Urban Runoff Pollutants. As a result of Specific Plan-facilitated additional urban development in the proposed Specific Plan area, soil disturbance associated with grading activities</p>				

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>during construction, urban pollutants generated from new impervious surfaces, increased vehicular use, and possible increases in herbicide, pesticide, and fertilizer use (landscaping) could combine to significantly degrade the quality of Petaluma River receiving waters. This combination of factors represents a potentially significant impact.</p>		<p>Francisco Bay Regional Water Quality Control Board (RWQCB) regulations: (a) file with the RWQCB a <i>Notice of Intent</i> to comply with the Statewide General Permit for Construction Activities, (b) prepare and implement a project-specific Stormwater Pollution Prevention Plan (including an erosion control plan) if grading is involved, (c) implement a monitoring, inspection, and documentation program to assure the effectiveness of control measures, (d) obtain or comply with existing General Stormwater Discharge Permit(s) for Industrial Activities, where applicable, and (e) comply with the NPDES Phase II Non-Point Discharge program. Implementation of these requirements would reduce this impact to a less-than-significant level.</p>		
<p><i>GEOLOGY, SOILS, AND SEISMICITY</i></p>				
<p>Impact 13-1: Ground Settlement Impacts. New settlement may occur if additional fill and/or buildings loads are added to areas with fill over Bay mud. This possible Specific Plan-facilitated effect represents a potentially significant impact.</p>	S	<p>Mitigation 13-1: Require and review geologic reports prior to decisions on any Specific Plan-related discretionary development or improvements in the Specific Plan area which may subject persons or property to significant ground settlement and/or earthquake-induced ground failure risk. The geologic report shall describe potential hazards and identify engineering specifications necessary to reduce</p>	City/Individual applicants	LS

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 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		all ground failure risks to an acceptable level. Where appropriate, require a geotechnical engineer or engineering geologist's certification that ground failure risks have been reduced to an acceptable level. Implementation of this measure would reduce the impact to a <i>less-than-significant level</i> .		
Impact 13-2: Earthquake-Induced Ground Failure Impacts. Liquefaction of loose, saturated, cohesionless soil caused by ground shaking could cause settlement and loss of strength, and lateral spreading could occur near the river or the channel, resulting in damage to project related improvements. This is a <i>potentially significant impact</i> .	S	Mitigation 13-2: Implement <i>Mitigation 13-1</i> . Implementation of this measure would reduce the impact to a <i>less-than-significant level</i> .	City/Individual applicants	LS
Impact 13-3: Riverbank Erosion. Erosion of the riverbanks could occur where the slopes are not protected by properly designed and installed rip-rap and/or slope protection, resulting in possible damage to Specific Plan-facilitated improvements. This possibility represents a <i>potentially significant impact</i> .	S	Mitigation 13-3: Implement <i>Mitigation 13-1</i> . Implementation of this measure would reduce the impact to a <i>less-than-significant level</i> .	City/Individual applicants	LS
Impact 13-4: Expansive Soil Impacts. The existing fill may be expansive. Expansive soils shrink and swell with change in moisture content. This phenomenon could cause settlement and/or	S	Mitigation 13-4: Require and review geologic reports prior to decisions on any Specific Plan-facilitated discretionary development or improvements in the Specific Plan area that may	City/Individual applicants	LS

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 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>heaving that may crack floor slabs, sidewalks and lightly loaded structures. This is a <i>potentially significant impact</i>.</p>		<p>subject property to significant shrink-swell (expansive soil) induced damage. The geotechnical report shall describe the potential for expansive soil hazards and identify the engineering specifications necessary to reduce expansive soil impacts to an acceptable level; where appropriate, require geotechnical engineer or engineering geologist's certification that expansive soil risks have been adequately reduced to an acceptable level. The identified engineering measures could include: removal of the material, lime treatment of the expansive soil, expansive soil, capping the expansive soil with nonexpansive, thickened and/or post tensioned floor slabs, and deepened foundations that gain support before the expansive soil or cut off the movement of moisture below buildings. Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>		

BIOLOGICAL RESOURCES

Impact 15-1: Loss of Heritage and/or Landmark Trees. New development consistent with the proposed Specific Plan may result in the removal of city designated heritage and/or landmark trees. This possibility represents a ***potentially significant impact***.

S

Mitigation 15-1: Prior to or as a condition of finalization of plans for individual, discretionary development projects along Copeland Street that may impact one or more of the five landmark eucalyptus trees along Copeland Street, a detailed assessment of the trees shall be conducted by a certified arborist to determine

Individual applicants

LS

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 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>Impact 15-2: Loss of Special Status Plant Species. New development consistent with the proposed Specific Plan, on or within 50 feet of the banks of the Petaluma River, may result in a substantial adverse effect, either directly or indirectly, through habitat modification, on one or more special status species. This possibility is considered to be a <i>potentially significant impact</i>.</p>	S	<p>Mitigation 15-2: If disturbance to suitable habitat is proposed as part of an individual development or improvement project within the Specific Plan area and within 50 feet of the banks of the Petaluma River, systematic surveys shall be conducted prior to finalization of such projects in order to determine definitively whether any special-status plant species occur on the affected banks of the Petaluma River. Such surveys shall be conducted by a qualified botanist following applicable guidelines of the California Department of Fish and Game and/or U.S. Fish and Wildlife Service to provide a conclusive determination on presence or absence. If any populations with legal protective status are encountered, an appropriate mitigation plan shall be developed in consultation with, and meeting</p>	Individual applicants	LS

their appropriateness for preservation and any hazard they may pose to humans. The assessment shall specify development setbacks, and methods to reduce the hazard of limb drop should be defined, if the trees are considered suitable for preservation. If it is determined that the trees pose too great a threat to human safety, a permit for their removal shall be obtained pursuant to Section 8.28.100 of the Heritage and Landmark Trees Ordinance of the City.

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		<p>the mitigation criteria of, these jurisdictional agencies.</p> <p>Implementation of this measure would ensure protection of possible populations of River-related special-status plant species in the Specific Plan Area, mitigating potential impacts to a <i>less-than-significant level</i>.</p>		
<p>Impact 15-3: Jurisdictional Wetland Impacts. Specific Plan-facilitated development consistent with the proposed Specific Plan could affect potential jurisdictional wetland habitat. This possibility represents a <i>potentially significant impact</i>.</p>	S	<p>Mitigation 15-3: All development which would involve modifications to potential wetlands and other waters of the U.S., including the banks of the Petaluma River, the Pomeroy property and the McNear Peninsula, shall be coordinated with representatives of the California Department of Fish and Game and the U.S. Army Corps of Engineers, as required by federal and state law, to ensure that any required mitigation protocols and associated individual project design modifications are incorporated into proposed improvement plans during the initial stages of project review. Implementation of this measure will ensure that potential impacts on wetland resources are minimized and this potential impact is reduced to a <i>less-than-significant level</i>.</p>	Individual applicants	LS

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 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

2.4 MITIGATION IMPLEMENTATION

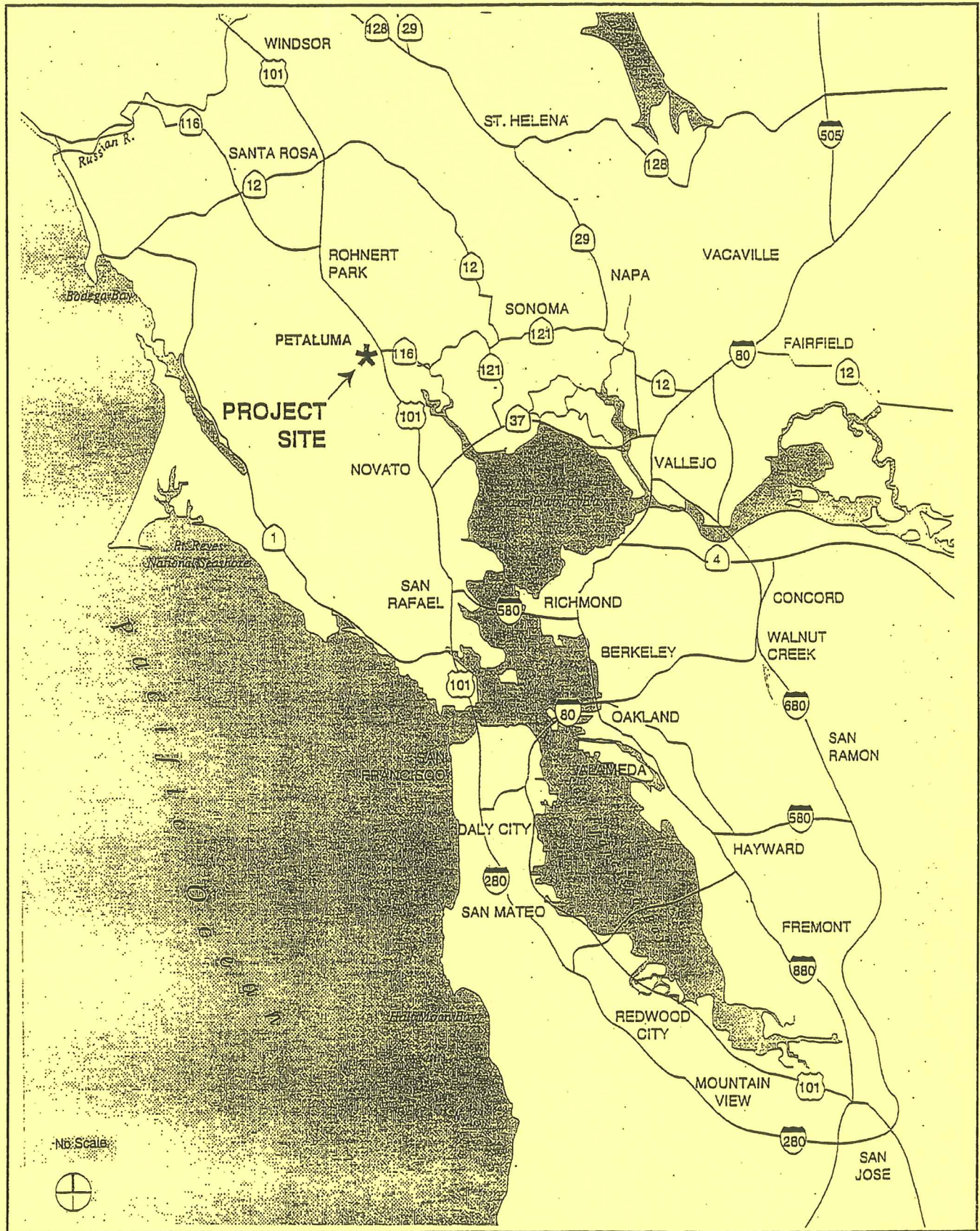
For those mitigation measures identified in this EIR that are adopted by the City, a **mitigation monitoring program** will be undertaken by City staff to ensure and verify mitigation implementation. Implementation of most of the mitigation measures recommended in this EIR could be effectively implemented through incorporation into the final version of the Specific Plan and/or can be implemented (monitored and verified) through the City's normal development review procedures following Specific Plan adoption. Pursuant to CEQA Guidelines section 15087, a documented record of mitigation implementation will be necessary. Chapter 19 of this EIR includes a suggested Mitigation Monitoring and Reporting Checklist form for City use in meeting this CEQA requirement; i.e., to establish the "who, what, when, and how" aspects for each mitigation measure from this EIR that is ultimately adopted as a condition of Specific Plan approval.

2.5 SUMMARY OF ALTERNATIVES

Four alternatives to the proposed project are discussed in Chapter 17 of this EIR to provide a basis for further understanding of the environmental effects of the project and possible approaches to reducing identified significant impacts, and to meet CEQA requirements for EIR content. The four alternatives are summarized below.

- **No Project Alternative-- Existing Conditions.** The CEQA-required "no-project" alternative assumes that the Specific Plan would not be adopted, and the existing mix of land uses, including existing undeveloped and underdeveloped conditions in the central area, would remain as they are now.
- **Existing General Plan Alternative--Project Area Buildout Under Existing General Plan Policies (without the Specific Plan).** This alternative represents what could reasonably be expected to occur over the 20 year project buildout horizon, without adoption of the proposed Specific Plan, based on the level of central area buildout achievable under the City's current 1987-2005 General Plan Land Use Map and corresponding zoning designations for the central area.
- **1999 Draft Specific Plan Alternative--Buildout Under Previously-Proposed Specific Plan Policies.** This alternative evaluates the comparative impacts of buildout of the Petaluma central area under the policies of the previously proposed 1999 Draft Specific Plan, which included five land use designations (Mixed Use, Industrial, Office Business Park, General Commercial, and Transit Center) for the planning area than the two designations proposed in the current draft plan (Mixed Use and Park), and a substantially reduced total new development increment (approximately 425 d.u.s and 530,000 square feet of additional commercial/industrial floor area versus a "cap" of 1,617 d.u.s and 2,992,546 square feet for the currently proposed Specific Plan).

- **Mitigated Project Alternative.** This alternative represents a Specific Plan similar to the proposed project, but which incorporates all of the mitigation measures identified in this EIR. This alternative is included for purposes of comparing the environmental implications of the other alternatives with the proposed Specific Plan modified to incorporate all the mitigations identified in the EIR.



SOURCE: Petaluma CBD EIR, 2001.

Figure 3.1

PROJECT LOCATION

3. PROJECT DESCRIPTION

This chapter describes the proposed actions or "project" addressed in this EIR. The project description is based on the actions, planning concepts and policies set forth in the February 2003 draft Central Petaluma Specific Plan (draft Specific Plan). As stipulated by the *CEQA Guidelines* section 15124, the project description that follows has been detailed to the extent needed for evaluation of environmental impacts. The description includes: (a) the location and boundaries of the proposed Specific Plan area, (b) the background leading up to the proposed plan, (c) the basic objectives and planning concepts described in the plan (i.e., the "basic project objectives"), (d) a summary of proposed land use designations, development capacities, policies, standards, and regulations set forth in the plan, (e) the jurisdictional approvals required to implement the plan, and (f) the intended uses of the EIR.

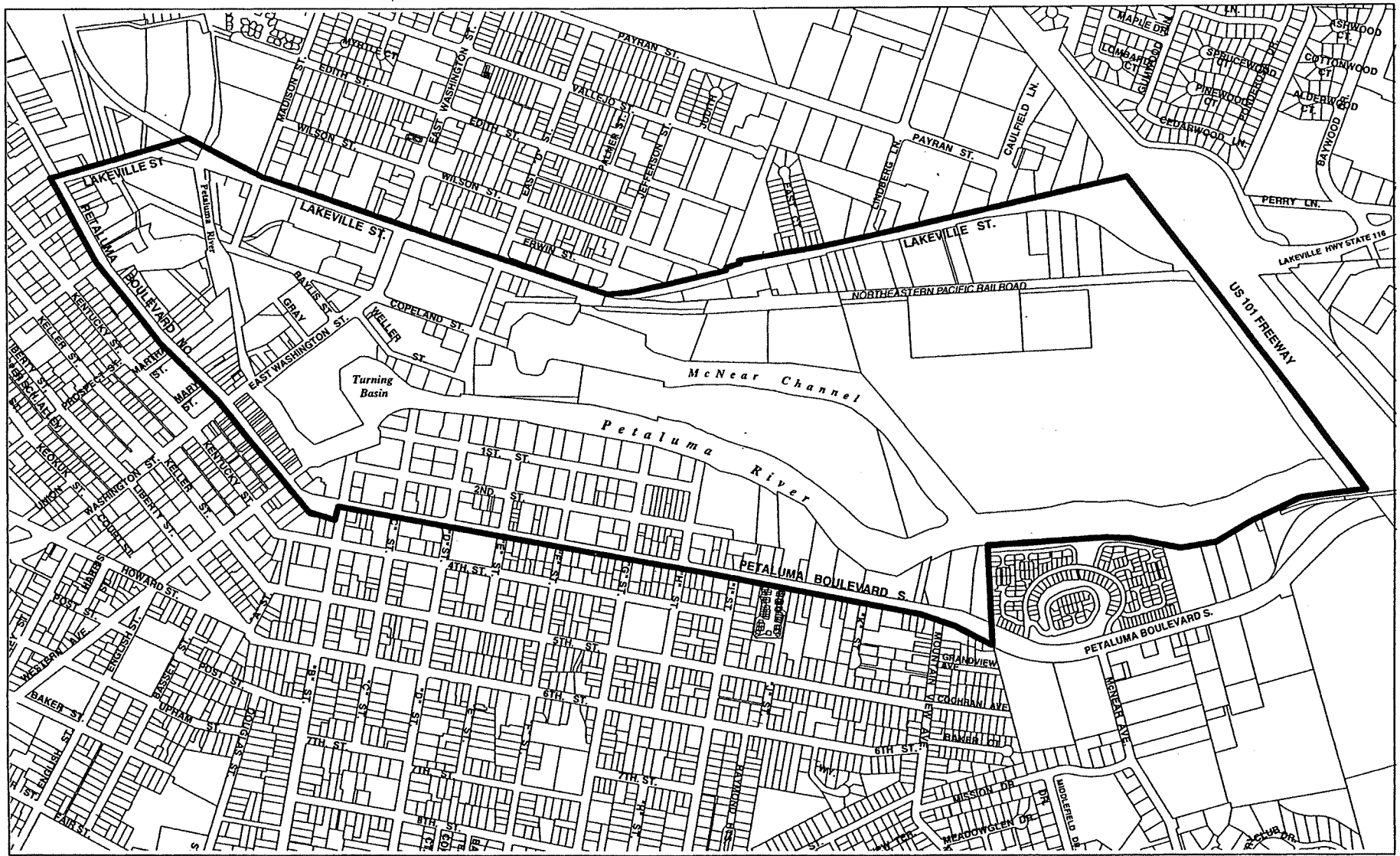
3.1 PROJECT LOCATION

3.1.1 Regional and Local Setting

(a) Regional and Local Access. The proposed Specific Plan area (Project Area) is located in central Petaluma. As illustrated on Figure 3.1, the City of Petaluma is located in southern Sonoma County, approximately 40 miles northwest of San Francisco. Regional access to the Project Area's central Petaluma location is provided via U.S. Highway 101 (U.S. 101) via either East Washington Street or Lakeville Highway (Lakeville Street) and Petaluma Boulevard. U.S. 101 provides Petaluma and the Project Area with direct vehicular access to and from the cities of Rohnert Park, Santa Rosa, and Healdsburg to the north, and Novato, San Rafael, other Marin County cities, and San Francisco to the south.

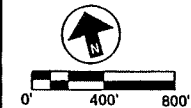
As shown on Figure 3.2, major arterials serving and traversing the Project Area include Washington Street, Lakeville Street and Petaluma Boulevard. The Project Area is bisected by the Petaluma River and traversed by the Northwestern Pacific Railroad corridor. U.S. 101 runs along the eastern edge of the Project Area.

(b) City Characteristics. Petaluma lies within a flat plain separated by coastal hills from the Sonoma Valley to the east and Point Reyes to the west. The city occupies approximately 14 square miles of land bisected by the Petaluma River and bordered by unincorporated rural and open space areas of Sonoma County. The city is primarily a residential community and subregional service and industrial center. Petaluma currently includes a resident population of



Source: City of Petaluma, 2002

Figure 3.2



CENTRAL PETALUMA SPECIFIC PLAN AREA

approximately 55,900.¹ The average population density of the city is currently about 4,000 people/square mile.² A large proportion of the city's housing stock (greater than 80 percent) consists of single-family-detached product. Although many of the older residential areas are developed on smaller lots, the more recent developments have been on larger lots of 7,500 square feet and greater.

The city was originally established as an agricultural service and visitor/tourist center. The Project Area contains the City's original central business and industrial district. The railroad line, river and highway were the key original determinants of the central area location and were essential components of the city's original agriculture-oriented industrial base.

The central district's original role as business center for the community has been diffused over the years by the development of outlying community- and neighborhood-serving shopping centers and business parks. Although many of the traditional industries that located along the river still exist, in recent decades, newer industrial parks have also developed away from the city's historic center in areas closer to U.S. 101. These newer industrial parks tend to be oriented to contemporary administrative, research and development, and light manufacturing activity.

3.1.2 Project Area

The proposed Specific Plan boundary or "Project Area" encompasses nearly 400 acres within the heart of the city, as shown on Figure 3.2. The Project Area is roughly bounded by Lakeville Street on the north and northeast, Petaluma Boulevard and the Petaluma River on the south and west, and U.S. 101 on the east. The proposed Specific Plan area overlaps with the previously-adopted Petaluma Central Business District Plan area (last amended in 2001).

3.2 PROJECT BACKGROUND

(a) Project Area Characteristics. The proposed Project Area is comprised of a traditional central area combination of retail, office, service commercial, single and multi-family residential, heavy commercial, and industrial uses. Older heavy commercial and industrial uses are concentrated along the river.

In the northern portion of the Project Area, parcel sizes are fairly small--i.e., are generally less than a half acre in size; however, a few exceed 4 acres in size. Notable large parcel uses include traditional ag.-industrial and ag.-commercial uses such as Dairymen's Feed (3.7 acres) and Hunt and Behrens (4.4 acres), plus a few properties that have been assembled as

¹Dyett & Bhatia, Petaluma General Plan 2025: Existing Conditions, Opportunities and Challenges Report; October 1, 2002; page 3-5.

²54,000 people divided by 14 square miles.

shopping centers (approximately 5 to 10 acres). In the southern portion of the Project Area along the more navigable sections of the river, large industrial parcels are more common.

(b) Specific Plan Evolution. In 1996, in the interest of reinforcing and enhancing the Central Petaluma area as the city's activity center and focal point, the Petaluma City Council initiated a *Central Petaluma Specific Plan* formulation process by appointing a 24-member Specific Plan Citizen's Advisory Committee. The committee, made up of citizens, business and real estate interests, local design professionals, Planning Commissioners and City Council members, met over the next three years with City staff and consultants to formulate a plan. The committee's recommendations were compiled into a first draft Specific Plan that was completed in December 1999, but not advanced for public review due to shifting City priorities and changes in City staff. In October of 2000, the City Council and Planning Commission met jointly to revisit the December 1999 draft Specific Plan and provide further comments and direction for Specific Plan formulation. Based on that direction, City staff undertook additional work to formulate a revised draft plan with refined land use and development policy recommendations, a more detailed historic resources inventory, an updated analysis of central area public utility needs (sewer, water, storm drainage, etc.), an updated identification of street characteristics and circulation improvement needs, and a refined set of land use designations, policies, standards and regulations designed to better provide for flexibility to accommodate anticipated and desired mixed use.

The resulting Specific Plan refinements were incorporated into a revised, February 2003 draft Central Petaluma Specific Plan, which is the subject of this EIR. The April 2002 draft Specific Plan was intended to retain the original policy direction and vision developed by Citizen's Advisory Committee, City staff and consultants, with revisions and refinements as necessary to incorporate directives from the October 2000 joint City Council/Planning Commission meeting and address various pertinent changes in circumstances that have occurred since completion of the December 1999 draft of the plan. In particular, the February 2003 draft plan included a simplified set of land use designations and an associated set of recommended zoning designations for each of the four planning subareas which generally increased permissible floor area ratios (FAR) and residential density parameters to provide for more development flexibility and innovation. The April 2002 draft was reviewed by the Citizen's Advisory Committee and further refined to create the February 2003 final draft Specific Plan. The February 2003 draft, which is the subject of this EIR, outlines proposed land use and associated zoning designations based on a "smart code" model.¹

¹City staff created development standards for the Specific Plan area based on a "smart code" concept as an overlay to the four proposed land use designations in the Specific Plan area. The "smart code" model is a standard code of regulations created by New Urbanists to provide a standardized implementation tool for "smart growth" principles. Smart growth principles include creating a range of housing, walkable neighborhoods, mixing land uses, preserving open space, providing a variety of transportation choices, and strengthening existing communities (www.smartgrowth.org).

Pursuant to CEQA Guidelines section 15124 (Project Description), section 3.3 which follows provides a statement of the objectives sought by the current (subject) February 2003 draft Specific Plan, and Sections 3.4 through 3.6 describe proposed Specific Plan provisions to meet these objectives, including proposed provide a general description of those plan-identified proposals--i.e., land use designations, identified development potentials, and proposed policies, standards, and regulations for each subarea, with emphasis on those proposed Specific Plan aspects that may have physical "environmental" effects.

3.3 BASIC PROJECT OBJECTIVES

The basic objectives of the proposed project (Specific Plan), as stated in the draft document, are to create a reinvigorated Petaluma central district that accommodates a greater diversity and intensity of activities, including continuation of the traditional industries that have given the area identity and interest, as well as new living and working activities that benefit from proximity to the downtown and the river. The plan is intended to recognize the diversity of existing transportation opportunities afforded by the river, rail lines, and vehicular movement corridors, and to further the longstanding goal of the City to improve public access to the Petaluma River. More specifically, the plan is intended to achieve the following objectives:

- Redirect growth into Central Petaluma;
- Reconnect the City to and along the River;
- Encourage diversity in transportation modes;
- Reinforce the working character of Petaluma's waterfront; and
- Enhance the Project Area's physical structure and identity.

3.4 PROPOSED LAND USE DESIGNATIONS

(a) Specific Plan Subareas (Districts). While the Specific Plan area as a whole shares some common characteristics related to its riverfront location and typical central area land uses, it also consists of a number of rather distinct subareas or "districts" with their own qualities and characteristics. For Specific Plan formulation purposes, the following four primary districts or subareas have been identified in the draft Specific Plan and are illustrated on Figure 2.1:

- the **North River** subarea, adjacent to the Lakeville Bridge and extending to East Washington on both sides of the river;
- the **Turning Basin** subarea, extending from East Washington to D Street on both sides of the river;

- the **Riverfront Warehouse** subarea, which comprises the west side of the river from D Street to McNear Hill; and
- the **Lower Reach** subarea, encompassing the majority of land within the Specific Plan area to the south of D Street and along the eastern side of the river to U.S. 101.

(See Chapter 4 of this EIR for a more detailed description of each of these subareas.)

(b) Overall Land Use Designations: Mixed Use, River-Dependent Industrial, Agricultural-Support Industrial and Park. The draft Specific Plan states that the extent of vacant and underutilized land within the Specific Plan area creates the opportunity to complete an appropriate central area urban pattern by intensifying those desired activities that would benefit from a central area location and by creating stronger linkages with surrounding neighborhoods. To achieve these objectives, the draft Specific Plan states that its land use element is designed to foster a greater mix and intensity of central area land uses throughout the Specific Plan area, rather than trying to limit various specific areas to single-purpose functions.

The draft plan also states an intent to support existing viable industrial uses and ensure through the plan's specific land use designations, policies, and regulations the compatibility of future new uses with retained existing industrial uses. The draft plan intends to encourage more land use flexibility by permitting new, more flexible building types that allow mixed uses within a single structure or which foster live/work environments, and the ability to build more intensely. To that end, the draft plan includes recommendations for greater densities as mixed use incentives. The Specific Plan includes a *Park* designation which is limited to the McNear Peninsula, consistent with the current Petaluma General Plan (1987-2005) Land Use Map. In addition to the *Park* designation, except for designated Industrial areas, the plan establishes a single Mixed Use land use designation that represents the overall mix of land uses envisioned for the entire planning area. The appropriate mix of uses for each planning area is based on the existing character and future development potential for each. The intent of a single Mixed Use land use designation is to emphasize the Plan's central theme of promoting mixed use throughout the Specific Plan area and to insure that new development and redevelopment is consistent with that theme. Instead of a more traditional land use map with multiple land use designations and related definitions, this plan uses the "smart code" found in Appendix A of the Specific Plan to address the details of new development and redevelopment potential and to provide maximum flexibility for future development consistent with the policies of the Specific Plan. It is the intent of this Specific Plan that designated industrial lands, recognized by the Specific Plan as important to the character of the area and the local economy (the feed mills, raw materials processors, manufacturers, etc.), shall remain as designated and that any use of those properties in the future must be of a similar river-dependent or agricultural support use as those that presently occupy those sites. The purpose of this intent is to insure to the greatest extent possible that those uses that are so vital to the local economy and important to

character of the area continue to have the potential to operate in conformance with City land use regulations and to support subsequent use of those sites only for businesses that continue the long tradition of agricultural support and commercial river traffic.¹

The Specific Plan outlines three land use designations that are defined as follows:

Mixed Use: This designation allows for a variety of residential, commercial office, retail and industrial uses consistent with the respective development regulations established within the Central Petaluma Specific Plan area. The intent of this designation is to promote mixed use throughout the area and, depending on the parcel and its surroundings, vertical mixed use (i.e., a mix of uses within the same structure) wherever possible.

River-Dependent Industrial: Heavy industrial manufacturing, raw material processing and related uses that require river access as an integral part of daily operations for the purpose of regularly shipping or receiving raw materials and finished products by water transport. Businesses that locate on properties with this designation shall be dependent on the Petaluma River for transporting a significant portion of its goods and materials.

Agricultural Support Industrial: Food processing, feed mills and related industrial uses which provide direct support to agricultural uses located in the Petaluma area. Agricultural uses include traditional dairy and poultry operations, but may also include organic farming and food processing and any other related uses that in the determination of City decision-makers are consistent with supporting local agricultural production.

(c) Zoning Subdistricts. Appendix A of the Specific Plan contains the Smart Code for the Central Petaluma Specific Plan area. The code provides the zoning and regulatory framework for the implementation of the plan. A complete zoning map can be found in Section 2.10 of Appendix A of the Specific Plan. Building Standards can be found in Section 4.10 of the Specific Plan.

(d) Transit Centers and Parking. The draft plan also proposes transit centers and potential locations for structured parking. Three central area transit center locations (transit stations) are proposed--preservation and rehabilitation of the existing historic Petaluma Train Depot in the Turning Basin East subarea to become the city's primary transit center; a bus transit mall proposed for Copeland Street between Washington and D Street in the Turning Basin east subarea; and a new transit station location in the vicinity of the anticipated Caulfield Lane extension in the Lower Reach subarea. The draft plan also includes proposed specific parking measures, including specific provisions for the development of needed additional parking facilities and the ability to modify or waive parking requirements in certain instances as another mixed use development incentive.

¹City of Petaluma, Central Petaluma Specific Plan, February 2003, p. 21.

3.5 ESTIMATED DEVELOPMENT POTENTIAL

To achieve its stated objectives, the Specific Plan proposes the establishment of three primary land use designations: Agricultural Support Industrial, River-Dependent Industrial and Mixed Use. The two industrial designations are intended to complement the Specific Plan's direction to support and maintain existing river dependent and agricultural support industries in the plan area. The Mixed Use designation is intended to facilitate the overall mix of land uses envisioned for the entire planning area. The specific mix of uses and the nature of the development is more specifically described in the "Smart Code" in Appendix A of the Specific Plan. The Smart Code provides the regulatory framework for implementing the policy recommendations of the Specific plan.

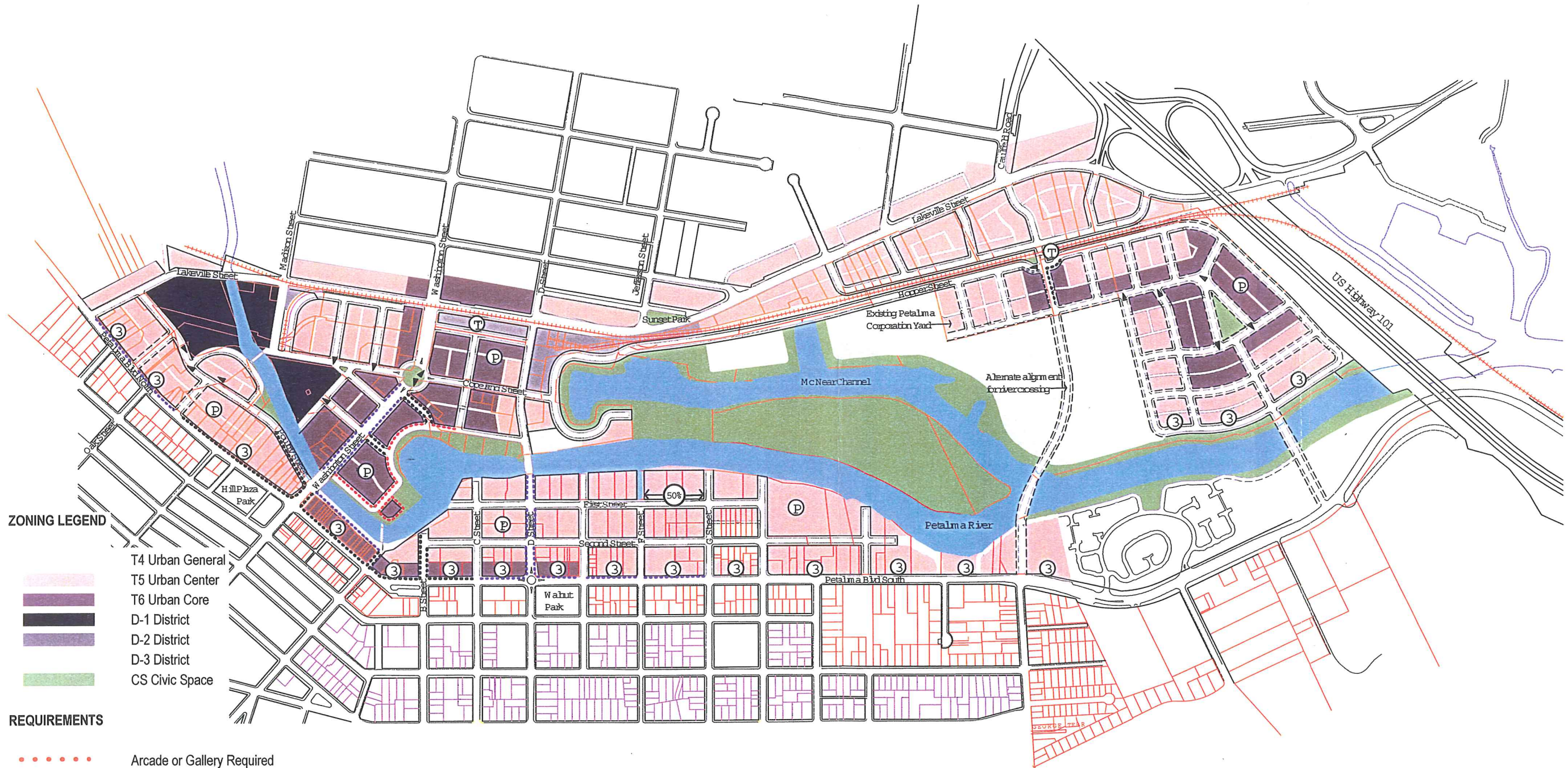
The Smart Code of the plan provides a zoning map (Specific Plan Appendix A, Section 2-10) and building and development standards (Specific Plan Appendix A, Section 4-10) that will regulate development throughout the Specific Plan area. Future development potential in accordance with the Specific Plan was analyzed using vacant and underutilized land within the Specific Plan boundaries and assumptions of maximum building heights (number of stories), floor area ratios and residential densities. A "**Specific Plan development scenario**"¹ for each of the four planning subareas and the Specific Plan area as a whole is summarized in Table 3.1. Because of the maximum development potential identified for each area, the analysis in this EIR is based on a proposed "cap" equal to 25 percent of the overall maximum residential and non-residential development potential, or 1,617 dwelling units and 2.99 million square feet of non-residential development.

Proposed land use designations are shown in Figure 3.3 in this EIR. A color graphic depicting the location of each of the "smart code" zoning subdistricts (i.e., Urban General, Urban Center, Urban Core, Special Districts and Civic Space) and a table with urban standards for each are shown in Figures 3.4 and 3.5.

3.6 KEY SPECIFIC PLAN POLICIES, STANDARDS AND REGULATIONS

The draft Specific Plan contains the following subsections and associated development policies to be implemented through the City's normal development review process. Some of the policies are cited verbatim from policy text contained in the draft Specific Plan, while others are accompanied by additional explanatory text.

¹EIR author's term.



ZONING LEGEND

- T4 Urban General
- T5 Urban Center
- T6 Urban Core
- D-1 District
- D-2 District
- D-3 District
- CS Civic Space

REQUIREMENTS

- Arcade or Gallery Required
- Shopfront, Arcade, or Gallery Frontage Required
- Shopfront, Arcade, or Gallery Frontage Recommended
- Recommended, not required road location
- Recommended Focus Point of Terminated Vista (see Definitions)
- 3 Maximum Building Height Allowed on this road frontage
- P Preferred location for Parking Structure (Does not preclude other sites)
- T Transit Stop
- 50% Min. % Required building frontage between arrows

Notes:
 1. Where no maximum building height is shown, refer to Urban Standards.
 2. If Zoning Map Requirements and Urban Standards Conflict, the Zoning Map prevails.

Note: Lot lines are for illustrative purposes only.

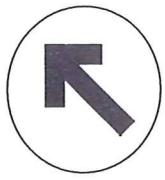


Figure 3.4

PROPOSED CENTRAL PETALUMA SMART CODE ZONING MAP

SOURCE: City of Petaluma, 2003.

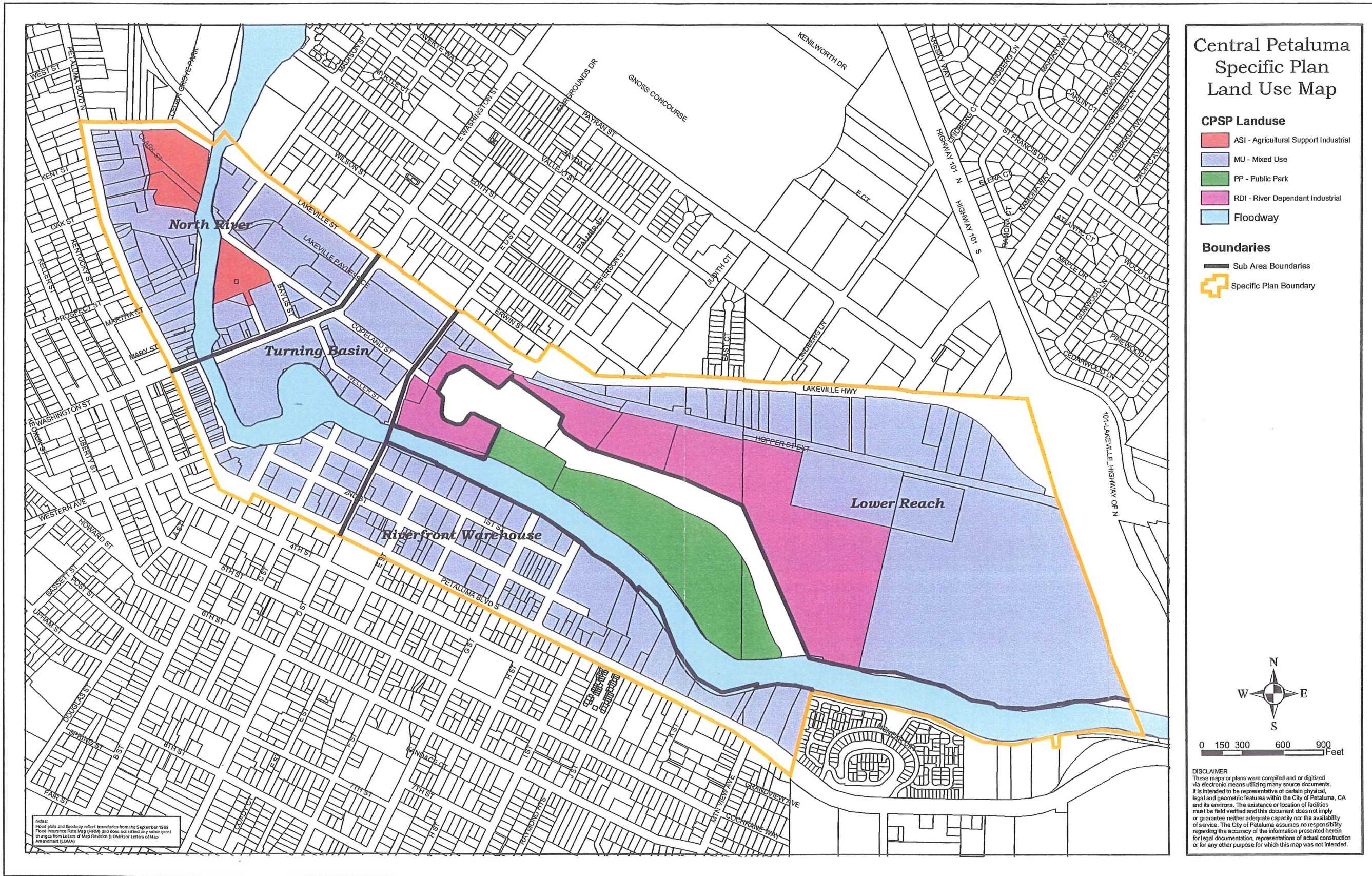


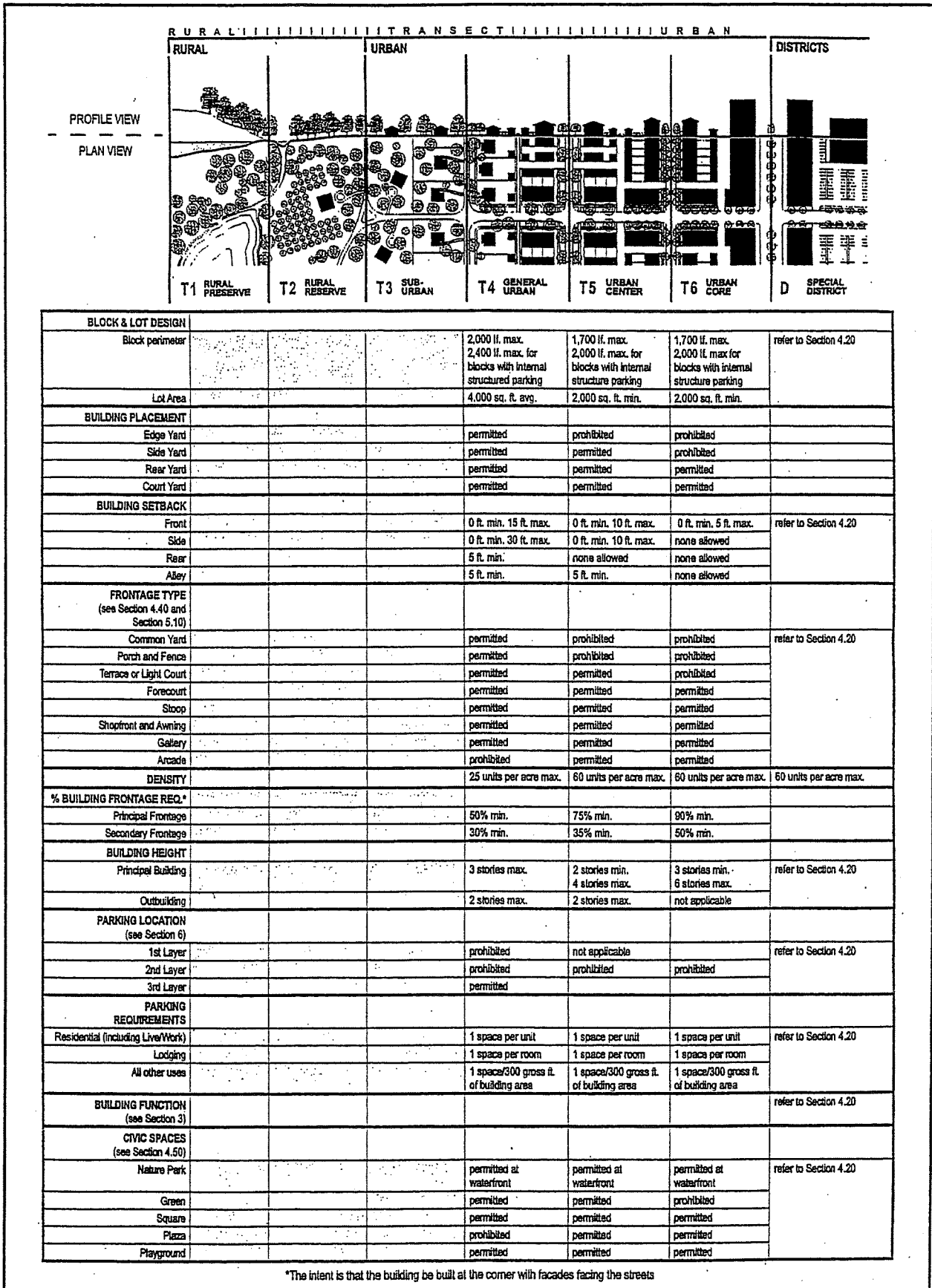
Figure 3.3

PROPOSED SPECIFIC PLAN LAND USE PLAN

Central Petaluma Specific Plan EIR • City of Petaluma, CA

SOURCE: City of Petaluma, 2003.

Wagstaff and Associates • Urban and Environmental Planners



SOURCE: City of Petaluma, 2003.

Figure 3.5

PROPOSED SMART CODE URBAN STANDARDS

Table 3.1
EXISTING AND FUTURE DEVELOPMENT POTENTIAL IN THE SPECIFIC PLAN AREA

<u>Planning Subarea</u>	<u>Existing Development</u>	<u>Proposed Specific Plan Provisions</u>				<u>Maximum Potential Commercial Square Footage if Maximum Potential Residential Developed</u>	<u>Proposed Residential/ Commercial Cap (25% of Maximum Potential Commercial if Maximum Potential Residential Developed)</u>
		<u>Maximum FAR/Density</u>	<u>Maximum Potential Commercial Square Footage</u>	<u>Maximum Potential Resident Units</u>	<u>Maximum Potential Residential Developed</u>		
North River	NA	5.0/60 du/ac	2,615,394 sf	1,044 du	1,890,492 sf	261 du/472,623 sf	
Turning Basin	NA	5.0/60 du/ac	3,429,358 sf	1,440 du	2,272,504 sf	360 du/568,126 sf	
Riverfront Warehouse	NA	5.0/60 du/ac	2,996,227 sf	1,269 du	1,556,271 sf	317 du/389,067 sf	
Lower Reach	NA	2.0/25 du/ac	<u>7,024,560 sf</u>	<u>2,716 du</u>	<u>6,250,915 sf</u>	<u>679 du/1,562,728 sf</u>	
TOTALS	1,636,381		16,065,539 sf	6,469 du	11,970,182 sf	1,617 du/2,992,546 sf	

Legend: ac = acres, du = dwelling units, NA = not available, sf = square feet.

SOURCE: City of Petaluma Community Development Department, March 2002

3.6.1 Land Use

Chapter 3 of the Specific Plan, "Land Use," addresses existing and proposed land use in the planning area. As previously explained in section 3.4 herein, the draft Specific Plan identifies a new *Mixed Use* land use designation for most of the Specific Plan, plus two industrial designations in selected areas and a *Park* land use designation (already specified in the City's General Plan) and a new zoning code based on a "Smart Code" concept. These land use and zoning designations are intended to create a reinvigorated Petaluma Central District that accommodates a greater diversity and intensity of activities. Appendix A of the draft Specific Plan, the Petaluma Smart Code, provides more detailed specifications for development and new land uses within the Specific Plan area and describes how these regulations will be implemented as part of the City's development review process. The smart code designations apply development standards to specific blocks and locations throughout the Specific Plan area.

The Land Use chapter (Chapter 3) of the draft Specific Plan also outlines land use policies for each planning subarea to help guide development in each. Key specific Land Use policies for each subarea that may have potential environmental consequences are listed below. For planning purposes, the Turning Basin subarea has been further divided by the Plan into the Turning Basin East and Turning Basin West subareas.

(a) North River Subarea:

- *Policy 1.1: Support the existing industrial uses.*
- *Policy 1.2: Provide for a significant component of new housing within the area.*
- *Policy 1.3: Provide for residential housing types that are compatible with the existing industrial businesses.*
- *Policy 1.4: Allow new office development.*
- *Policy 1.5: Encourage pedestrian oriented land use.*

(b) Turning Basin East Subarea:

- *Policy 2.1: Create an active, publicly oriented commercial center at the riverfront.*
- *Policy 2.2: Preserve and rehabilitate the Petaluma Train Depot as the city's primary transit center.*
- *Policy 2.3: Provide for more intense retail uses oriented to the river.*
- *Policy 2.4: Promote mixed-use office development around the transit station.*

- *Policy 2.5: Encourage residential development on upper floors of commercial buildings.*
- *Policy 2.6: Provide for the development of parking facilities.*

(c) Turning Basin West Subarea:

- *Policy 3.1: Encourage the development of new entertainment uses including a cinema.*
- *Policy 3.2: Encourage the development of visitor lodging.*
- *Policy 3.3: Provide for office uses.*
- *Policy 3.4: Provide for support retail uses.*
- *Policy 3.5: Provide for the development of parking facilities to serve the downtown and new uses.*
- *Policy 3.6: Encourage the development of heritage trolley service.*

(d) Riverfront Warehouse Subarea:

- *Policy 4.1: Allow office, research and development, and light industrial uses that are consistent and compatible with the existing use, scale and character of the area.*
- *Policy 4.2: Support existing river development and agricultural support industrial uses.*
- *Policy 4.3: Allow new housing within this area.*
- *Policy 4.4: Encourage development of heritage trolley service.*
- *Policy 4.5: Expand the Riverfront Warehouse District.*

(e) Lower Reach Subarea:

- *Policy 5.1: Provide for continuation of the existing river dependent industrial uses.*
- *Policy 5.2: Locate a transit station in the vicinity of the Caulfield Lane extension.*
- *Policy 5.3: Allow for an intense mixed use development on land not utilized for industrial purposes.*
- *Policy 5.4: Provide for the continuation of thoroughfare-oriented retail uses along Lakeville Street.*

3.6.2 Community Design

The draft Specific Plan also includes a proposed Community Design Element (Chapter 4) with a described intent to help guide reinvestment in the center of the city in a manner which creates a well-ordered town environment with pedestrian-scaled streets, open spaces, a publicly accessible riverfront, carefully designed buildings, and a fine-grained mix of uses. Chapter 4 includes seven design goals followed by a narrative description of the architectural character of fifteen identified subareas within the Specific Plan boundaries. These subareas were determined based on similarities of existing patterns of building that provide a context from which new development might take its cue. In addition to the explanation of the existing patterns, each subarea has a "Recommended Design Approach" to provide some guidance to designers and developers. The details of the subarea narratives in the draft Specific Plan are not repeated here.

3.6.3 Public Space and River Access

The draft Specific Plan also includes a Public Space and River Access Element (Chapter 5). As intensification and infill of central Petaluma occurs, the City sees an opportunity to take greater advantage of the river as a key open space element and urban amenity. Some riverfront-oriented development projects have already been completed or are currently underway in the planning area, including the Balshaw Bridge, Foundry Wharf, River House and McNear Peninsula Park projects. Many of the goals set forth in the Specific Plan for central area parks and open space purposes within the Central Petaluma area expand upon goals already articulated in the City's adopted Petaluma River Access and Enhancement Plan (1992). Specific public space and access policies outlined in the Public Space and River Access chapter (Chapter 6) include:

(a) Turning Basin Subarea:

- *Policy 1.1: Establish a continuous band of public space around the Turning Basin.*
- *Policy 1.2: Provide for special events and activities.*
- *Policy 1.3: Establish a sequence of public spaces extending the amenity of the river inland.*
- *Policy 1.4: Provide for a new public plaza associated with the Depot buildings and the new transit center.*

(b) North River Subarea:

- *Policy 2.1: Establish a ribbon of landscaped and shaded public space on the west side of the river, connecting from the flood control project to the East Washington Bridge.*

- *Policy 2.2: Provide for public space improvements near the Washington Street Bridge.*
- *Policy 2.3: Utilize landscape setbacks to create buffers between industrial and non-industrial uses.*
- *Policy 2.4: Encourage linkages from the river to Penry (formerly Hill Plaza) Park.*

(c) Riverfront Warehouse Subarea:

- *Policy 3.1: Establish a specific design for shoreline access within the Riverfront Warehouse District.*
- *Policy 3.2: Provide for a new public space at the confluence of Thompson Creek (at the foot of Thompson Creek).*
- *Policy 3.3: Improve street ends as open spaces.*
- *Policy 3.4: Establish green connections from inland areas to and along the water.*
- *Policy 3.5: Encourage waterborne connections to McNear Peninsula Park and to other public spaces along the river.*

(d) Lower Reach Subarea:

- *Policy 4.1: Provide for a major band of waterfront public space.*
- *Policy 4.2: Establish an integrated network of public space.*
- *Policy 4.3: Develop a central green within the new employment area.*
- *Policy 4.4: Establish a small plaza in conjunction with the planned transit terminal.*
- *Policy 4.5: Establish a new public park, as planned, at McNear Peninsula.*

3.6.4 Circulation

Chapter 6 (Circulation) of the draft Specific Plan outlines and aggregates circulation and transportation policies from other sections of the draft Specific Plan, especially the Land Use chapter. The policies of the Circulation chapter provide for a diverse transportation network that incorporates street, passenger rail, bicycle and pedestrian systems.

Specific circulation policies outlined in the Circulation chapter (Chapter 6) of the draft Specific Plan include:

(a) Transit System Policies:

- *Policy 1.1: Establish the Petaluma Train Depot as the city's intermodal transit hub, accommodating rail transit as well as regional and local bus service.*
- *Policy 1.2: Focus transit functions at the Petaluma Depot.*
- *Policy 1.3: Provide a second transit station in the vicinity of Caulfield Lane.*
- *Policy 1.4: Pursue an additional at-grade railroad crossing at Caulfield Lane.*
- *Policy 1.5: Activate the Petaluma & Santa Rosa (P&SR) railroad right-of-way, Water and First streets, as a heritage trolley route.*
- *Policy 1.6: Develop the potential of the river for local and regional transit.*

(b) Street System Policies:

- *Policy 2.1: Establish a system of local streets between downtown and the future downtown transit center that extends the fine-grained pattern and pedestrian quality of downtown Petaluma streets.*
- *Policy 2.2: Maintain the street grid pattern in the downtown and the Riverfront Warehouse District.*
- *Policy 2.3: Establish a roundabout at East Washington Street.*
- *Policy 2.4: Establish a roundabout at D Street and Petaluma Boulevard South.*
- *Policy 2.5: Create new local streets to improve access and better serve potential development.*
- *Policy 2.6: Reduce the number of travel lanes and reconfigure Petaluma Boulevard to improve bicycle and pedestrian access and reduce vehicle speed.*

(c) Pedestrian and Bicycle System Policies:

- *Policy 3.1: Provide a multi-use recreational bicycle and pedestrian trail along the NWP right of way, with connections to McNear Peninsula and the riverfront.*

- *Policy 3.2: In the North River Area, establish a pedestrian and bicycle trail along the west side of the river. Provide a pedestrian river crossing in association with new development on the east and west sides of the river.*
- *Policy 3.3: Establish a continuous pedestrian-oriented promenade around the Turning Basin.*
- *Policy 3.4: Establish a trail between D and H streets, and provide for bicycles along First Street.*
- *Policy 3.5: Provide on-street connections to the river trail (i.e., sidewalks, bike lanes and bike routes) to ensure a logical system of pedestrian and bicycle routes that links to citywide and regional systems.*
- *Policy 3.6: Enhance street landscaping and design to improve the environment for pedestrians and bicyclists.*
- *Policy 3.7: Provide facilities for bicyclists in new commercial development and at transit stations.*

(d) Parking Policies:

- *Policy 4.1: Encourage structured parking facilities.*
- *Policy 4.2: Establish procedures for financing structured parking facilities.*

(e) Transportation Demand Management Policies:

Transportation Demand Management (TDM) refers to specific measures that are aimed at discouraging individuals from driving in favor of travel by alternative modes, including transit, walking and bicycling. TDM measures are especially effective at large employment sites where a high density of employees exists.

- *Policy 5.1: Apply a range of TDM measures to new office development in Central Petaluma.*

3.6.5 Flooding and Noise

(a) Flooding. Historically, flooding in the Central Petaluma Area has not been as extensive as in upstream reaches of the Petaluma River. Flooding in Central Petaluma is primarily limited to areas along the banks of the river, with shallow flooding further away from the river due to the inability for local runoff to drain into the channel when the river stage is high. A U.S. Army Corps of Engineers (Corps) flood control project is presently being constructed to reduce flooding in the Payran Reach. Although the Corps project will not directly affect flooding in the

Central Area, overbank flow that previously existed in the Payran Reach will no longer continue to flow into the overbank sections upstream of the Washington Street Bridge in the Specific Plan.

Specific flooding policies outlined in the Flooding and Noise Chapter (Chapter 7) of the draft Specific Plan are listed below:

- *Policy 1.1: Require that proposed new development in the 100-year floodplain incorporate adequate mitigation to protect property from flood damage.*
- *Policy 2.1: Cooperate with Sonoma County and other responsible agencies to ensure that future upstream development in the Petaluma River watershed does not reduce flood capacity in Central Petaluma.*

(b) Noise. Major noise sources in the planning area include vehicular traffic on U.S. 101, East Washington Street, East D Street and Petaluma Boulevard, industrial activities and trains. Specific noise policies outlined in the Flooding and Noise chapter (Chapter 7) of the Specific Plan are listed below:

- *Policy 3.1: Enforce local and state noise standards to protect new residents from excessive noise.*
- *Policy 3.2: Require that new non-residential developments incorporate adequate mitigation to achieve an acceptable noise environment.*
- *Policy 3.3: Strictly enforce local noise standards.*

3.6.6 Utilities and Public Services

A significant portion of the planning area still supports industrial uses that have not changed significantly in the last 100 years. Similarly, the utility systems serving the area have not been modernized to meet current market needs or to account for natural obsolescence. Consequently, most of the utility systems in the planning area will require significant upgrading as the planning area redevelops. The draft Specific Plan includes a proposed *Phasing Plan* for utilities improvements in the planning. Four primary criteria are identified for determining utilities systems improvement priorities, including public health and safety, natural constraints, insufficient capacity and anticipated development.

Specific utilities and public services policies related to water, sewer, storm drainage, and joint trench utilities outlined in the Utilities and Public Services chapter (Chapter 8) of the draft Specific Plan are listed below:

(a) Water:

- *Policy 1.1: Upgrade the existing water system according to the Proposed Water System Plan, the sub-area Plan, and the City's Water Master Plan and Capital Improvement Program (CIP).*
- *Policy 1.2: Apportion equitably the costs of utility improvements among private project sponsors, property owners, and the City.*
- *Policy 1.3: Place all public water mains in public rights-of-way dedicated for public streets unless the City specifically authorizes the use of easements for ensuring access to and maintenance of water facilities.*
- *Policy 1.4: Require public and private projects to conserve water resources.*
- *Policy 1.5: Encourage water conservation within existing development.*

(b) Sewer:

- *Policy 1.1: Upgrade the sewer system according to the Proposed Sewer System Plan, the Sub-area Plan, and the City's Sewer Master Plan and Capital Improvement Program (CIP).*
- *Policy 1.2: Apportion equitably the costs of sewer system improvements among private project sponsors, property owners, and the City.*
- *Policy 1.3: Place all public sewer mains in public rights-of-way dedicated for public streets unless the City specifically authorizes the use of easements for ensuring access to and maintenance of water facilities.*
- *Policy 1.4: Require public and private projects to conserve water resources.*
- *Policy 1.5: Encourage water conservation within existing development.*

(c) Storm Drainage:

- *Policy 1.1: Construct a storm drain system according to the Proposed Storm Drain Facilities Plan, the Sub-area Plan, the Sonoma County Water Agency Petaluma Watershed Master Plan and the City's CIP, consistent with criteria outlined in the draft Specific Plan.*
- *Policy 1.2: Apportion equitably the costs of the storm drain system among private project sponsors, property owners, and the City.*

- *Policy 1.3: Place all public storm drains in public rights-of-way dedicated for public streets unless the City specifically authorizes the use of easements for ensuring access to and maintenance of storm drain facilities.*

(d) Joint Utilities, Trenching (Electricity, Natural Gas, Telephone and Telecommunications):

- *Policy 1.1: Install and upgrade appropriate utilities in a joint trench whenever existing streets are redeveloped or when new streets are developed according to the Sub-area Plan and the CIP, and consistent with current PG&E requirements.*
- *Policy 1.2: Apportion equitably the costs of the joint trench installation among private project sponsors, property owners, and the City.*
- *Policy 1.3: Place all joint trench utilities in public rights-of-way dedicated for public streets unless the City specifically authorizes the use of easements for ensuring access to and maintenance of joint trench facilities.*

3.6.7 Historic Preservation

(a) Historic Resources Survey. Preservation of Petaluma's central area historic resources is an important focus of the draft Specific Plan. Some of the community's most visible and historically significant structures are located within the proposed Specific Plan boundaries. A Historic Preservation chapter (Chapter 9) has also been included in the draft Specific Plan, formulated to reflect the results of a recent (2001) *historic resources survey* which evaluated all properties within the planning area boundaries for historic significance, completed by Carey & Co. Architecture, architectural heritage consultants, as part of the revised draft Specific Plan effort. The overall goal of the Historic Preservation chapter is to "protect, enhance, perpetuate, and use properties of historic and architectural significance."

The Carey & Co. *historic resources survey* identified 66 potentially significant historic properties the North River, Turning Basin, and Riverfront Warehouse subareas. Of the 66 identified potential historic resources, 28 have been previously recognized as National Register-eligible, three have been locally designated as City Historic Landmarks, and one area, the "Petaluma Historic Commercial District," is listed in the National Register of Historic Places (NRHP). The 2001 survey also identified 20 additional properties that appear to merit a local interest status, and indicated that portions of the North River subarea and Riverfront Warehouse subarea also have the potential to be locally designated historic districts.

(b) Historic Preservation Policies. Specific historic preservation policies outlined in the Historic Preservation Chapter (Chapter 9) of the draft Specific Plan are listed below:¹

¹These policies are currently under review by the Citizen's Committee and may be subject to change.

3.8 REQUIRED PROJECT APPROVALS

Adoption of the proposed Central Petaluma Specific Plan would require the following approvals by the City of Petaluma:

(a) General Plan Amendment. Under state law (Gov. Code section 65454), a local legislative body cannot approve a Specific Plan unless the plan is consistent with the local General Plan (and by inference, its population density and building intensity standards). Therefore, prior to any formal action to adopt the proposed Specific Plan, the City's Planning Commission and City Council must approve all amendments to the City's currently-adopted Petaluma General Plan necessary to maintain consistency with the proposed Specific Plan. The necessary amendments will probably include designation of the proposed Specific Plan boundary and incorporation by reference of related Specific Plan policies, standards and regulations, as well as adoption of the new land use designations for the Specific Plan area.

(b) Specific Plan Adoption. To become effective, the draft Specific Plan itself must then be approved by the City of Petaluma Planning Commission and City Council.

(c) Zoning Amendments. Implementation of the Specific Plan proposed land use and development policies, standards and regulations would also require associated amendments to the City's zoning ordinance and zoning map (i.e., rezonings), including incorporation of the new "smart code" zoning designations set forth in Appendix A of the Plan.

(d) EIR. Prior to taking any formal action on the Specific Plan and associated general plan and zoning amendment approvals described above, the Planning Commission must certify that this environmental impact report (EIR) is in compliance with CEQA for each of these actions.

3.9 INTENDED USES OF THE PROGRAM EIR

The City of Petaluma is acting as the lead agency¹ for all environmental documentation and procedural requirements with respect to the proposed Central Area Specific Plan. This EIR is an informational document designed to inform the City, including the City's Community Development Department, Planning Commission, City Council, and general public, of the environmental consequences of the proposed Specific Plan and any and all associated general plan amendments, zoning amendments, and other City actions that may be necessary to implement the Specific Plan.

¹The "lead agency," per CEQA Guidelines Section 21067, is defined as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." The City of Petaluma will be principally responsible for carrying out the actions described in the draft Specific Plan (including making various implementation decisions).

This program EIR is intended to be used as the baseline "first-tier" CEQA document for environmental review of subsequent public and private improvements within the Project Area, including future individual development applications. These future activities would be examined in the context of the baseline information contained in this program EIR to determine whether additional, more focused environmental documentation (such as a mitigated negative declaration or focused EIR) would be required. (See Appendix 21.1 of this EIR for a further explanation of the "program EIR" purpose and application.)

4. LAND USE

This EIR section includes a description of existing and anticipated land use characteristics in and around the Specific Plan area, the potential impacts of the project (i.e., the proposed Specific Plan and anticipated Specific Plan buildout scenario) on these characteristics, and mitigation measures warranted to address any identified significant adverse land use impacts.

4.1 SETTING

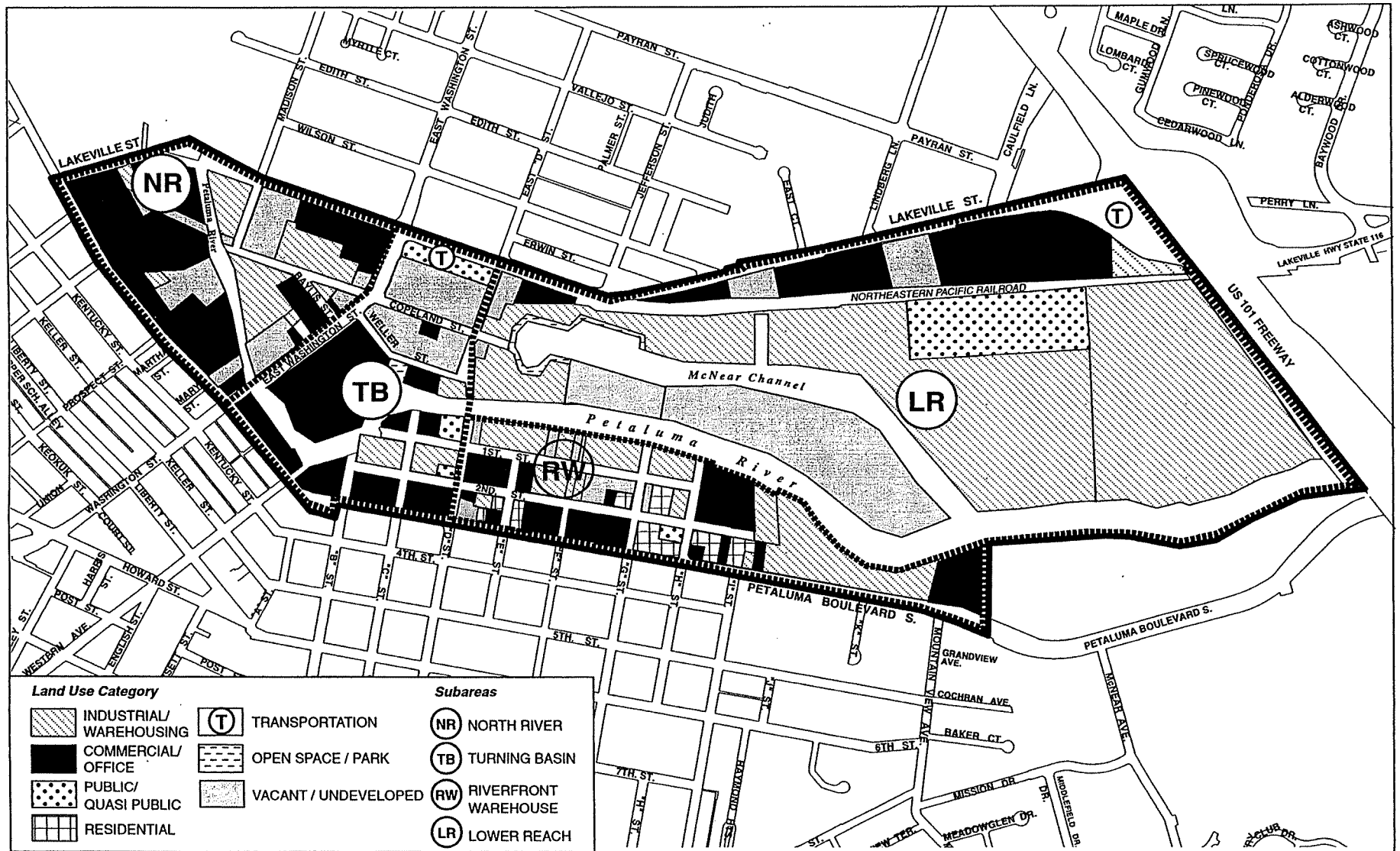
4.1.1 Regional and City Context

The City of Petaluma occupies approximately 14 square miles of incorporated land bordered by unincorporated rural and open space land in Sonoma County. Unlike typical suburban "bedroom" communities, Petaluma has historically been a community that includes a broad mix of land uses, including employment and industry, as well as housing and retail. Land use trends related to the Specific Plan area are described below. Existing land use characteristics in the proposed Specific Plan area are shown on Figure 4.1.

(a) Central Petaluma Origins. The proposed Central Petaluma Specific Plan area encompasses approximately 400 acres in the center of Petaluma. The city was originally established as an agricultural service and visitor/tourist center. The proposed Specific Plan area contains a portion of the City's existing downtown fronting on the River. This portion of the downtown comprises the City's original central business and industrial subarea. The railroad line, river and highway were essential components of the city's original agriculture-oriented industrial base and were key original determinants of the city's central area location. Long-established river-dependent industrial operations continue to be principal land uses in the Specific Plan area.

(b) Current Central Petaluma Conditions. The central area's original role as business center for the community has been diffused over the years by the development of outlying community- and neighborhood-serving shopping centers and business parks. Substantial portions of the proposed Specific Plan area are now vacant or underused.

Although many of the traditional industries located along the river still exist, in recent decades, newer business and industrial parks have also developed away from the city's historic center at locations closer to U.S. 101. These outlying business and industrial parks tend to be oriented to contemporary administrative, research and development, and light manufacturing activity. As agriculture-oriented and river-oriented business has declined, some central area industrial sites have been converted over the past two decades to retail or mixed use, such as the



Source: City of Petaluma, 2002

Figure 4.1

EXISTING LAND USES



Golden Eagle Shopping Center, Great Petaluma Mill, and Foundry Wharf developments. However, an area of generally active older warehouse uses remains along the west bank of the river, south of D Street.

There is now substantial local interest in the potential of Central Petaluma to accommodate a greater diversity of land uses and activities, as best demonstrated by the central area Specific Plan formulation effort. The February 2003 draft Central Petaluma Specific Plan places special emphasis on increasing land use diversity in the area, and identifies a number of vacant or underutilized sites within the Specific Plan area as having important reuse potential. These identified opportunity areas include lands around the Turning Basin, the blocks immediately south of the Great Petaluma Mill, and lands along the proposed Sonoma-Marín commuter rail line. The draft Specific Plan also cites current plans to use the historic Petaluma Train Depot as a Petaluma stop for the Sonoma-Marín commuter rail line as an important opportunity for the development of transit-oriented development in the central area.

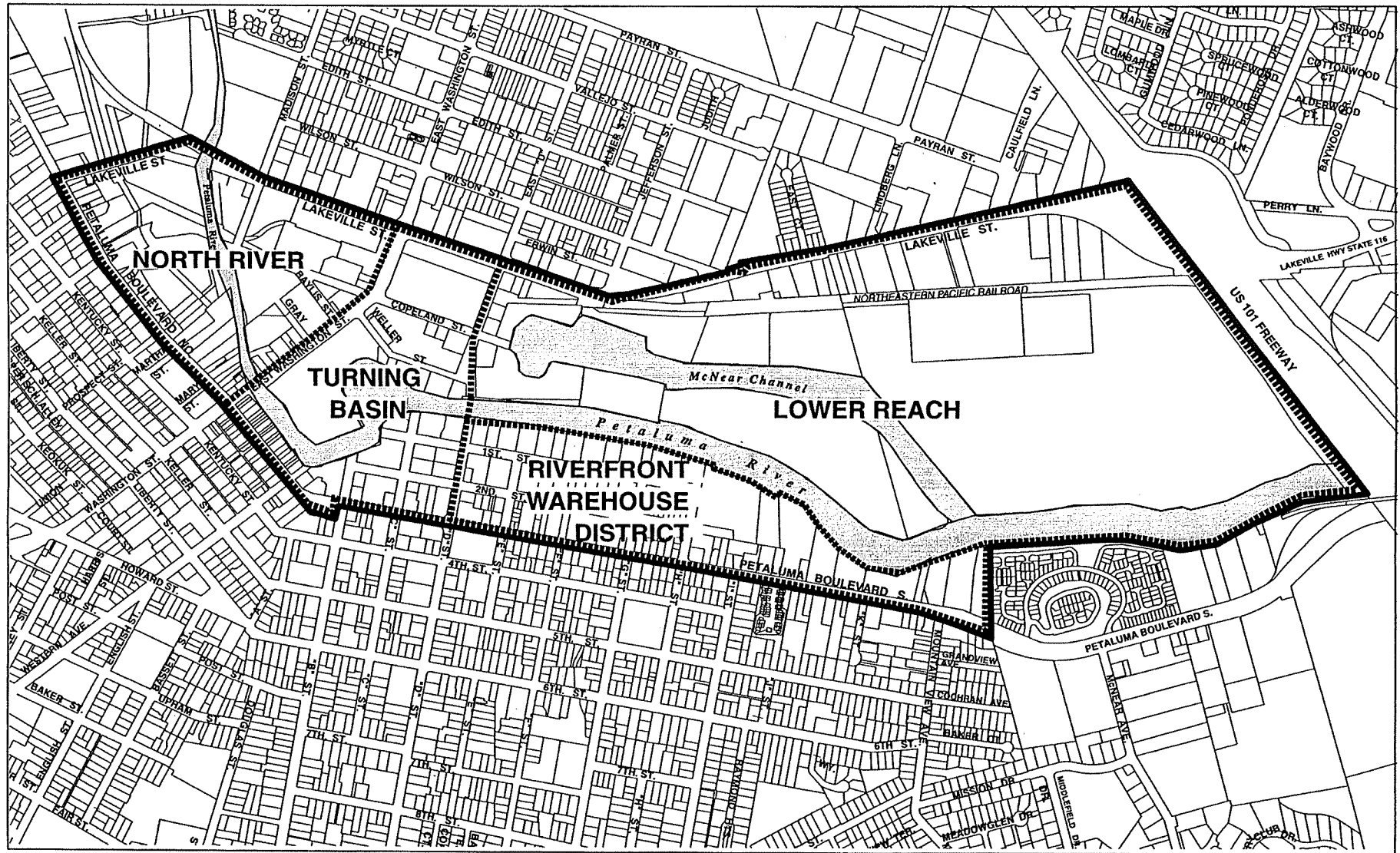
4.1.2 Existing Land Use in the Specific Plan Area

(a) Existing General Plan Designations. Existing Petaluma General Plan, 1987-2005 designations for the proposed Specific Plan Area include: *Mixed Use; Thoroughfare Commercial; Industrial; Public and Institutional; Community Commercial; and Public Park* (proposed).

(b) Existing Land Uses. The proposed approximately 400-acre Specific Plan area is currently comprised of a traditional central area combination of retail, office, service commercial, single and multi-family residential, heavy commercial, and industrial uses. Older heavy commercial and industrial uses are concentrated along the river.

In the northern portion of the Specific Plan area, parcel sizes are fairly small--i.e., are generally less than a half acre in size, except for the traditional agricultural (ag.)-industrial and ag.-commercial uses such as Dairyman's Feed, and Hunt and Behrens, and the Golden Eagle and Foundry Wharf shopping centers. The Petaluma River, McNear Channel and the Turning Basin are key central features of the Specific Plan area, creating an extensive shoreline area largely occupied by industrial uses. In the southern portion of the Specific Plan area along the more navigable sections of the river, large industrial parcels are more common. The Pomeroy Corporation property comprises approximately 38 acres and dominates the lower river reach. The undeveloped McNear Peninsula also comprises approximately 28 acres in this portion of the Specific Plan area.

As outlined in the Project Description chapter herein (see section 3.2), the proposed Specific Plan divides the planning area into four subareas: the North River subarea; the Turning Basin subarea; the Riverfront Warehouse subarea; and the Lower Reach subarea. The four subareas are mapped on Figure 3.2. Existing land use characteristics in each of the four subareas are described below.



Source: City of Petaluma, 2002

Figure 4.2



SPECIFIC PLAN SUBAREAS

(a) North River Subarea (60.5 acres). This subarea currently includes a mix of industrial, commercial and undeveloped land uses. Most of the large parcels along the riverfront in the North River subarea are comprised of existing industrial land uses, including Hunt & Behrens (grain, feed and poultry supplies), Hamilton Auto Wreckers, Gilardi Furniture, the Gibson property, Spectrum Naturals, several Weiner properties, and Dairyman's Feed & Supply. Newer, large-parcel commercial uses include the Payless/Grand Auto complex at the corner of East Washington and Lakeville. The remainder of the lots in this subarea tend to house smaller lot commercial uses, including restaurant and entertainment uses, home furnishing stores, second hand stores and automotive services along Petaluma Boulevard.

(b) Turning Basin Subarea (48.2 acres). The Turning Basin Subarea contains a mix of uses dominated by retail and warehousing. The northern portion of this subarea includes the Petaluma Train Depot site, which occupies a 7-acre block at the north edge of the Specific Plan area. This site is undeveloped other than the unused Depot building, which is currently used for the storage of locomotives associated with a local freight switching operation. The adjacent block between Copeland and Weller streets is also largely vacant, creating a sizeable undeveloped portion of the subarea. The Golden Eagle Shopping Center, a 70,000-square-foot, community-serving retail center, is situated on a 7.3-acre site along the riverfront. The shopping center was constructed in 1974 on the site of the Golden Eagle Mill. The Balshaw Bridge provides a pedestrian bridge over the river linking the Golden Eagle Shopping Center with the downtown. The remainder of the riverfront along Weller Street includes the Old River Inn Restaurant (a relocated Victorian house), a ticket booth/office for the Petaluma Queen excursion boat, and warehouse buildings.

On the south side of the Turning Basin subarea, existing land uses include retail shops in the downtown, the Petaluma River Walk, the Great Petaluma Mill retail complex, which has been adapted for retail and office uses, and predominantly service commercial businesses, including two auto sales lots in the area between B and D streets.

(c) Riverfront Warehouse Subarea (approximately 45 acres). The Riverfront Warehouse subarea encompasses approximately 45 acres (including streets) just northeast of the downtown and contains a mixture of industrial, commercial and residential uses. About half of the subarea is comprised of industrial/warehousing uses; the other half contains primarily commercial businesses. Some residential uses, including Victorian homes located along Petaluma Boulevard, are also clustered in the area around Second and H Streets. Rail and river-oriented warehouse and mill structures and highway-oriented commercial uses (motels, retail stores, restaurants, lumber yards, etc.) are also located along Petaluma Boulevard.

Foundry Wharf, located at H Street and the river, is a rehabilitated stove factory that combines old and new buildings in a mixed-use development that includes office, light industrial and retail occupants. Just south of Foundry Wharf is the Van Bebber Brothers Steel operation, another large industrial user that has been operating in this area for many years. Bar Ale Feed

4.3 IMPACTS AND MITIGATION MEASURES

4.3.1 Significance Criteria

Based on Appendix G of the CEQA Guidelines¹ and common standards of land use compatibility, the Specific Plan would be considered to have a *significant* adverse land use impact if it would:

- (a) Conflict with the any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (i.e., if it would be inconsistent with any of the Petaluma General Plan policies listed in section 4.2 above) adopted for the purpose of avoiding or mitigating an environmental effect?
- (b) Disrupt or divide the physical arrangement of the community; or
- (c) Be incompatible with existing land use in the vicinity.

4.3.2 Proposed Specific Plan Land Use Provisions

(a) Proposed Land Use Goals. The proposed Specific Plan includes the following areawide goals pertaining to land use:²

1. Support existing viable uses, and provide for new uses that complement and complete the urban fabric;
2. Provide for a mix of new uses;
3. Encourage intensification appropriate to the area's central location;
4. Encourage flexibility in building form and in the nature of activities to allow for innovation and the ability to change over time; and
5. Orient activities to the Petaluma River.

(b) Proposed Specific Plan Land Use Designations, Policies and Standards. As outlined in the project description (see section 3.4 in Chapter 3 of this document), the draft Central Petaluma Specific Plan outlines a *Mixed-Use* land use designation for the majority of the project area, with two additional industrial designations and a *Park* designation in selected areas. In addition, the Specific Plan outlines new zoning controls based on the "smart code"

¹CEQA Guidelines, 2002. Appendix G, Items IX(a) and (b).

²City of Petaluma, Draft Central Petaluma Specific Plan; February 2003; pages 27-28.

model. The block-specific development standards (i.e., "smart code") correspond to the proposed zoning districts.

(c) Anticipated Specific Plan Growth Scenario. Based on the goals, policies and development standards described in (a) and (b) above, and the approximately 27 acres of vacant, and significant acreages of underdeveloped land in the Specific Plan area, the plan identifies the maximum additional development potential and a proposed maximum additional development "cap" (25 percent of the total maximum development potential) for each subarea. These growth figures are summarized in Table 2.1 (Chapter 2) and detailed in Table 3.1 (Chapter 3) herein. The maximum proposed residential development cap is 1,617 new housing units. The maximum proposed commercial/industrial development cap is just under 3 million square feet (floor area).

4.3.4 Impacts and Mitigation Measures

Impact 4-1: Potential Specific Plan Conflicts with Applicable Petaluma General Plan Policies Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect. The draft Specific Plan includes policies, standards, and guidelines designed to ensure that plan-permitted development takes place in a manner consistent with adopted Petaluma General Plan 1987-2005 land use policies adopted for the purpose of avoiding or reducing an environmental effect. Nevertheless, impact analysis findings in this EIR indicate that Specific Plan-permitted development could result in significant impacts on the environment, including:

- significant adverse transportation and circulation impacts (Impacts 6-1 through 6-13);
- significant adverse impacts on cultural and historic resources (Impacts 7-1 and 7-2);
- significant visual impacts (Impacts 9-1 through 9-5);
- significant noise impacts (Impacts 10-1 and 10-2);
- significant air quality impacts (Impacts 11-1 and 11-2);
- significant water quality impacts (Impact 12-1);

(continued)

Impact 4-1 (continued):

- significant soil stability and river bank erosion impacts (Impacts 13-1 through 13-4); and
- significant biological resources (tree loss, special status plant species and jurisdictional wetland) impacts (Impacts 15-1 through 15-3).

These potential effects, if not mitigated, would be inconsistent with a number of Petaluma General Plan, 1985-2005 policies adopted for the purpose of avoiding or mitigating an environmental effect (see section 4.2 herein), and therefore would constitute a **significant adverse land use impact** [see criterion (a) under subsection 4.3.1, "Significance Criteria," above].

Mitigation 4-1: Implement all mitigations identified in sections 7 through 15 of this EIR. Implementation of these various measures will ensure that Specific Plan implementation will occur in a manner consistent with all identified Petaluma General Plan 1987-2005 policies adopted to avoid or mitigate environmental effects, thereby reducing this impact to a **less-than-significant level**, with the following exceptions:

- the anticipated Specific Plan growth scenario would result in significant unavoidable operational impacts on two (2) city intersections (*Impacts 6-7 and 6-14*) and U.S. 101 (*Impact 6-13*);
- the anticipated Specific Plan growth scenario and associated traffic increases would result in a significant unavoidable long-term regional air emissions impact (*Impact 11-2*); and
- the anticipated Specific Plan growth scenario and associated potential effects on historic resources could result in a significant unavoidable impact on historic resources (*Impact 7-2*).

Specific Plan Impacts on the Physical Arrangement of the Community. The analyses and findings herein indicate that future development activity under the proposed Specific Plan would not substantially disrupt or divide the physical arrangement of the community [see criterion (b) under subsection 4.3.1, "Significance Criteria," above]. Specific Plan-facilitated development increments listed in Table 3.1 would occur as central area infill, with no significant change in established central area or community-wide land use patterns. Encouragement of such central area infill activity would have significant beneficial land use effects in revitalizing

the City's historic central area, enhancing Petaluma's unique sense of community, and facilitating development where services and infrastructure can be most efficiently provided; promoting higher residential densities near or within an existing shopping, service, employment and public transportation center; and promoting compact, transit-accessible, pedestrian-oriented, mixed-use development patterns and land reuse. These proposed Central Area Specific Plan characteristics epitomize the principles of "smart growth," and represent *significant beneficial environmental effects*.

Mitigation: No significant adverse impact identified; no mitigation required.

Impact 4.2: Potentials for Adverse Land Use Compatibility Impacts. In addition to the kinds of beneficial land use effects cited above, some Specific Plan-facilitated land use changes could be incompatible with existing central area land uses. Given the proximity of some existing and planned residential uses to existing and planned commercial and industrial uses, project-assisted intensification could introduce significant new land use conflicts (e.g., traffic, visual, light, noise, parking, odor and other conflicts). Such project-induced effects would represent *potentially significant adverse land use compatibility impacts* (see Criteria (b) and (c) under subsection 4.3.1, "Significance Criteria," above).

Specific Plan-facilitated development consistent with current and future Petaluma General Plan and Draft Central Petaluma Specific Plan policies could be expected to introduce new housing into areas that are now predominantly commercial and industrial, including (but not limited to) the area north of East Washington Street, near the Petaluma Depot, in the Lower Reach area, and in the Riverfront Warehouse District. Introducing new housing into the land use mix in these areas is proposed in order to provide housing near downtown retail, and convenient to public transportation, including the proposed two new the proposed transit centers, as well as to add vitality and interest to these areas. However, introduction of residential uses in proximity to these existing commercial and industrial uses could also create incompatibilities related to noise, odors, views, light and glare, parking, dust, odors, truck traffic, and other nuisances.

Similarly, the program could be expected to facilitate development of such sensitive commercial activity as restaurants and commercial lodging near existing nuisance-prone general commercial or industrial uses that could create impacts related to visual, light, parking, noise, dust, odors, truck traffic, and other nuisances.

Both the adopted Petaluma General Plan and the Draft Central Petaluma Specific Plan place emphasis on retaining and protecting existing general commercial and industrial land uses in the central area. Block-specific development controls (i.e., "smart code" provisions) which are outlined in Appendix A of the Specific Plan would help address these land use compatibility concerns. Nevertheless, any complaint-related infringement of new residential

or commercial uses on the existing commercial and industrial operations could impair the continued economic viability of these existing uses.

Mitigation 4.2: During City review of individual projects within the Specific Plan area, emphasize the need to avoid significant new land use conflicts between new residential or non-residential development and existing nuisance-prone commercial and industrial uses. During these review procedures and the formulation of conditions of approval, require assurances of adequate site planning and architectural design measures, including architectural measures (noise insulation, screen walls, etc.) within mixed-use structures, adequate to avoid such significant nuisance conflicts, such as:

- (1) adequate land use separation, scale transition, and noise buffering;
- (2) creative siting of buildings to avoid conflicts;
- (3) adequate view protection;
- (4) adequate protections against light, glare, and shadow impacts;
- (5) adequate odor control;
- (6) adequate offstreet parking provisions;
- (7) adequate truck loading and routing provisions;
- (8) adequate land use incompatibility advisory and acknowledgment requirements; and/or
- (9) other common measures warranted to avoid such land use conflicts.

Implementation of these measures to the satisfaction of the City's Site Plan and Architectural Review Committee (SPARC) would be expected to reduce such potential land use compatibility impacts to a ***less-than-significant level***.

Implementation of this mitigation measure should include application of those current Draft Central Petaluma Specific Plan policies and standards, including "Smart Code" provisions, that are aimed at reducing potential conflicts between land uses. Draft Specific Plan Land Use Policy 1.1 states the intention of the plan to support the existing industrial uses and place a priority on supporting the well-established and economically viable existing industries. The introduction of new uses into this area is predicated on the understanding that the industrial operations will remain, and new uses need to be carefully considered to ensure their compatibility with the ongoing industrial activities.

Specific Plan Land Use Policy 1.3 calls for housing types that are compatible with existing industrial businesses such as live/work housing, which has precedent in existing central area industrial districts, as well as townhouses and courtyard housing. Policy 1.3 also encourages site planning and design techniques such as noise insulation, setbacks, screen walls and building orientation to minimize impacts and potential conflicts between uses. Draft Specific Plan Land Use Policy 4.3, which addresses the Riverfront Warehouse Subarea, call for new housing that is complementary to the existing scale and character of the area, and similarly states that any new uses must be compatible with ongoing industrial operations.

Draft Specific Plan Noise (Chapter 7) Objective 3 and associated policies call for ensuring that new land uses are compatible with the existing noise environment. Under these policies, new residential and nonresidential uses would be required to incorporate appropriate mitigations to achieve an acceptable noise environment. Draft Specific Plan Noise Policy 3.1 states that while the City's 45 L_{dn} standard can be met in new residential development, the outdoor noise level of 60 L_{dn} will not be achievable for new residential development in central Petaluma. Draft Specific Plan Noise Policy 3.2 states that where the potential for incompatibility exists between existing local industrial uses in the Specific Plan area and new uses which may have conflicts with noisy, 24-hour operations, developers of such new uses shall require all tenants or future owners to sign and record advisory documents clearly indicating their acceptance of the nature of the industrial operations and the potential for noise and other impacts. Proposed Specific Plan Design Guidelines for the North River and Lower Reach subareas call for landscaped buffer areas adjacent to industrial parcels to create a separation between industrial and residential uses, designed to address potential noise, visual, dust or other potential impacts.

Loss of Open Space. Specific Plan-facilitated development could result in the conversion of remaining undeveloped open land areas in the CBD to urban uses. In particular, the draft Central Petaluma Specific Plan provides for development on up to 27 acres of land within the Specific Plan area¹ that are currently vacant and/or unimproved, resulting in the loss of these remaining open land areas. However, only land within the Specific Plan area that has been designated for urban development in the Petaluma General Plan, and has existing zoning that would allow such development, would be affected. Also, this impact could eventually occur regardless of whether or not the proposed Specific Plan is implemented. In addition, the 28-acre McNear peninsula and approximately 30 acres of adjacent and nearby riverfront lands are specifically outlined for permanent dedication as parkland as part of an interconnected sequence of open spaces focused on the Petaluma River, resulting in beneficial open space

¹The General Plan Update Existing Conditions Report (City of Petaluma, 2002) cites 55.1 acres of vacant land in the Project Area. This acreage total includes the 28-acre McNear Peninsula, which would not be developed under any buildout scenario because it is designated for park use in the City's existing General Plan.

impacts. For these reasons, Specific Plan effects on open space are considered to represent a *less-than-significant* environmental impact.

Mitigation. No significant open space loss impact has been identified; no mitigation is required.

Cumulative Land Use Impacts. In addition to the Specific Plan-facilitated land use intensification that would be anticipated in the Specific Plan area through the year 2020, other central area development unrelated to the Specific Plan would continue to occur elsewhere in the City of Petaluma and surrounding unincorporated areas of Sonoma County within the City's General Plan-designated *urban limit line*.

The City recently completed a land capacity analysis (City of Petaluma, 1998) as a part of its current General Plan update program. The analysis concluded that vacant and underutilized land within the existing *urban limit line* (986 acres Citywide including the central business subarea) could accommodate the new development.¹ The following section summarizes the analysis conclusions regarding potential new development within the Petaluma urban limit line:

Residential: A total additional development potential of approximately 4,472 dwelling units is projected within the Petaluma *urban limit line* through the year 2020. Of this total, approximately 1,617 units (36 percent) would be anticipated within the proposed Specific Plan area. The remaining 2,855 units would be developed in other areas of Petaluma, primarily at the eastern and western edges of the city and within the Corona Reach area.

Commercial: There are approximately 125 acres of vacant commercial land within the *urban limit line*. Of this total, approximately 9 acres (7 percent) are within the proposed Specific Plan area. The remaining 116 acres occur within other areas of the city, primarily in the Corona Reach area and in the area around the Redwood Business Park at the north end of the city.

Industrial: There are approximately 344 acres of vacant industrial land within the *urban limit line*. Roughly 15 acres are within the Specific Plan area. A significant acreage of underutilized industrial land also exists in the proposed Specific Plan area. The remaining 329 acres of vacant industrial land occur primarily in other, southern areas (i.e., between U.S. 101 and Lakeville Highway).

¹City of Petaluma; Petaluma General Plan 2000-2020. Existing Conditions, Opportunities, and Challenges Report. Second Administrative Review. October 1, 2002. p. 4; City of Petaluma Planning Department, Urban Growth Boundary Discussion Paper, June 30, 1998; numbers from these reports have been revised/updated for purposes of this current EIR to incorporate the buildout figures for the draft Specific Plan outlined in Table 3.1 herein (Project Description, Chapter 3).

These potential cumulative land use changes outside the Specific Plan area are largely promulgated by existing General Plan policies and their environmental effects have been considered in the preparation and adoption of the 1987 General Plan and the City-certified General Plan EIR. The anticipated cumulative development increments outside the proposed Specific Plan area would be expected to be consistent with the Petaluma General Plan, and thus would not be expected to result in an overall cumulative adverse land use impact; however, they would contribute to other types of adverse cumulative, community-wide and region-wide environmental impacts--i.e., transportation, air quality, noise, visual, biological resource, public services, drainage, and water quality impacts. These cumulative effects, where significant, are identified in corresponding chapters of this EIR.

Mitigation. No significant cumulative land use impact has been identified; no mitigation is required.

