

Appendix 1.0

Notice of Preparation, Initial Study,
Public Comments

**City of Cotati
Downtown Specific Plan Project**

**Initial Study and
Notice of Preparation**

Prepared for
City of Cotati
201 West Sierra Avenue
Cotati, CA 94931

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DETERMINATION

On the basis of this initial evaluation:

- ___ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- ___ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated impact” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ___ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ___ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature _____ Date _____

Printed Name _____ For _____

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be significantly affected by this project as indicated by the checklist in the following sections:

X	Aesthetics		Agricultural Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources	X	Geology/Soils
X	Hazards & Hazardous Materials	X	Hydrology/Water Quality	X	Land Use/Planning
	Mineral Resources	X	Noise	X	Population/Housing
X	Public Services	X	Recreation	X	Transportation/Traffic
X	Utilities/Service Systems	X	Mandatory Findings of Significance		

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INTRODUCTION

The City of Cotati is preparing a Specific Plan for the Downtown Area. In addition the City is contemplating amendments to the existing Cotati General Plan as well as amendments to the Cotati Land Use Code relating to the Specific Plan Area. The amendments, including those to the General Plan, approval of the Specific Plan and amendments to the Cotati Land Use Code are discretionary actions by a public entity; therefore the project is subject to the California Environmental Quality Act (CEQA). This document meets the requirements for an Initial Study, pursuant to Guidelines for California Environmental Quality Act §15063 (f). The City of Cotati, the lead agency for the project, has prepared this Initial Study to document initial findings regarding the potential impacts of implementation of the Downtown Specific Plan.

PROJECT LOCATION

The City of Cotati is located approximately 40 miles north of the City of San Francisco, along Highway 101 (see Figure 1). A subset of the city, the Downtown Specific Plan area is, encompassing some 59.5 acres of the historic downtown and adjoining areas generally oriented along Old Redwood Highway (see Figures 2, 3 and 4). The contemplated amendments to the General Plan and Land Use Code relate to the same physical geographical area.

PROJECT OBJECTIVES

The principal aim of the Specific Plan, General Plan and Land Use Code amendments is to reinvigorate and expand the Downtown Area along the Old Redwood Highway corridor. The Specific Plan seeks to provide a development pattern and aesthetic that achieves the following planning principles:

- Make great public places that enhance civic pride and are pedestrian accessible
- Make great streets that are pedestrian oriented while providing for varying levels of access
- Provide living space above stores to create an active environment
- Build a variety of buildings that relate to each other and evoke a sense of place
- Create a variety of housing choices
- Provide pedestrian storefront shopping
- Create a park-once environment

Based on these principles, the project seeks to provide:

- Sustainability measures that advance the long-term value and viability of the Downtown.
- A seamless connection to the suburban and natural surroundings of the site;
- A five-minute walk from center of downtown to the edge of downtown;
- An interconnected network of multi-modal thoroughfares;
- A rich set of public spaces, including thoroughfares that range from lively streetscapes to intimate pedestrian paseos;
- A mix of residential, retail and office uses;
- A set of civic and community facilities that enable the public life of all people living there;
- Educational facilities that promote life-long learning;
- Immediate pedestrian access to nature;
- Places for recreational activity in plazas, squares and greens;
- Housing types for people of a variety of incomes and ages;
- A landscape in character with the climate and culture of Cotati;

PROJECT DESCRIPTION

Function of a Specific Plan. The City of Cotati operates under its General Plan, as most recently adopted in 1998. State law (Section 65450 et seq. of the California Government Code and other applicable laws) allows the City to do more detailed planning for places that could benefit from special attention, such as the Downtown Area. These more focused plans are called Specific Plans.

Figure 1. Regional Location



Figure 2. Planning Area Boundary

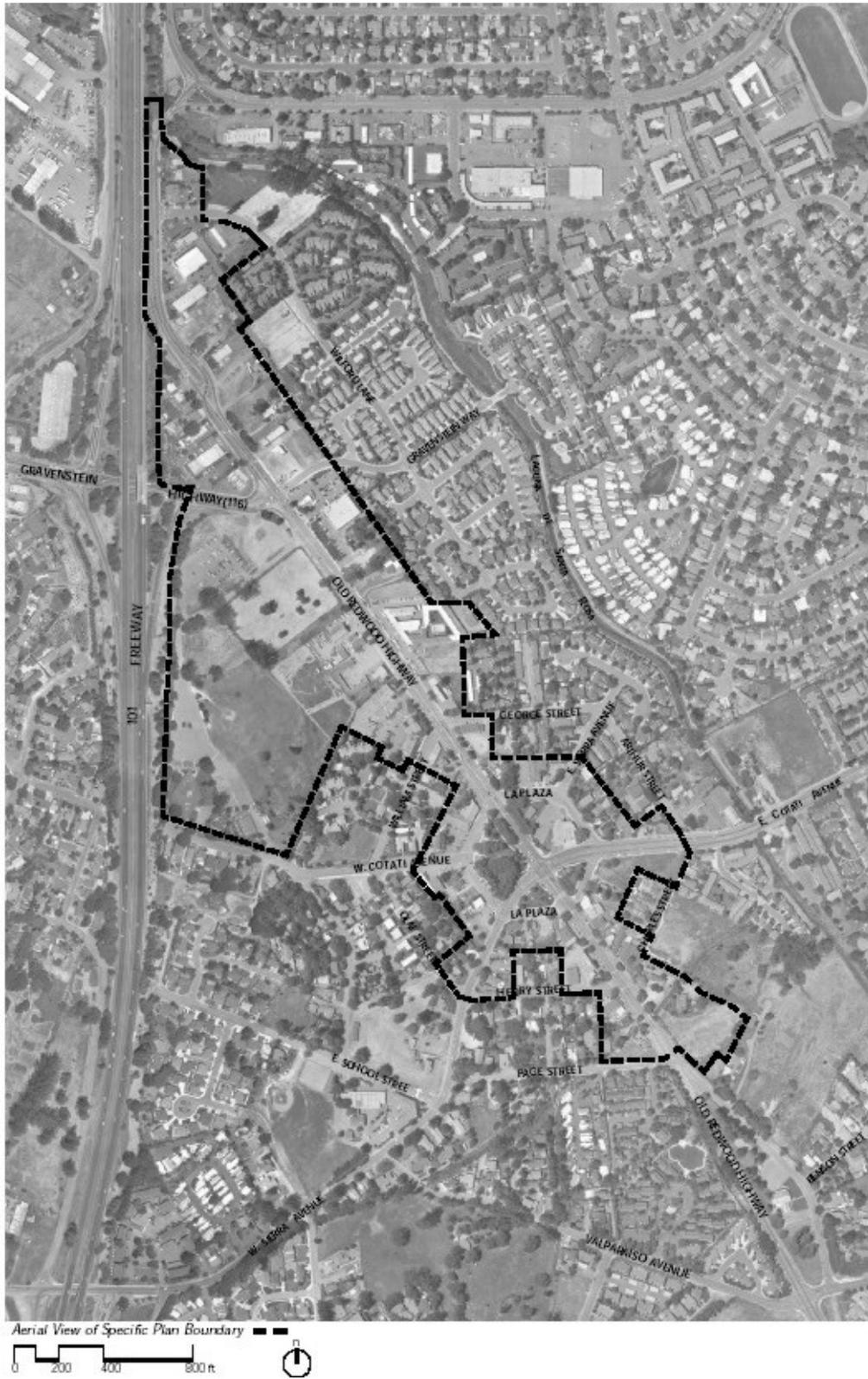


Figure 3 Conceptual Plan



A Specific Plan guides community development in a defined geographic area to implement the General Plan. It provides the bridge between goals and policies contained in the General Plan and individual development projects. The Specific Plan must be consistent with all facets of the City General Plan, including policy statements.

The Project contemplates amendment of the General Plan as it relates to the Specific Plan. Once the Downtown Specific Plan is adopted, all future entitlements within the Plan area must be consistent with both the General Plan and the Specific Plan. The Downtown Specific Plan will include regulations, development standards and design guidelines for new development.

The Downtown Specific Plan provides the overall framework for translating broad community values and expectations into specific strategies. In addition, the Specific Plan contains estimates of future population, housing and employment that serve as the basis for infrastructure and service planning. As underlying assumptions change and events unfold, the Specific Plan will be reviewed and updated. Updates are required to comply with CEQA and are therefore subject to separate environmental review pursuant to the requirements of that statute.

Existing Use/Development. The portion of Cotati encompassed by the Specific Plan contains a mix of vacant and active land uses, dominated by small-scale retail. The Specific Plan area is shown in Figure 2. Based on information contained in the Specific Plan (pg. vii):

Downtown Cotati is characterized by 2-blocks of 1 and 2 story ‘Main Street’ buildings between Page Street and La Plaza Park. This historic core is positioned on Old Redwood Highway and continues the tradition of businesses fronting on this 90-year old thoroughfare. North of the historic core is La Plaza Park. This public park is the site of the seasonal farmer’s market and has a bandstand that is used for several events such as the annual Accordion Festival and other events throughout the year. This public space which was initially built as a hexagonal park in response to the town plan of 1892, is bisected by regional traffic in two directions: north-south by Old Redwood Highway and east-west by West Sierra Avenue/East Cotati Avenue.

Downtown has a variety of buildings ranging from the simple, false front commercial buildings to humble 1-story commercial shop front buildings and 2-story office/housing over commercial buildings. Interspersed among these are various fine examples of residential and commercial buildings dating from as far back as the early 1900’s.

Downtown’s landscape is characterized by informal plantings of oaks, sycamores, and several types of conifers. Cotati’s rustic and agricultural roots are still very present and visible throughout Downtown and the adjacent neighborhoods.

Portions of the planning area northwest of the historic core are largely vacant and/or underutilized.

The General Plan applies the following land use designations to the area: General Commercial, Highway Commercial, Medium Density Residential, High Density Residential, Low-Medium Density Residential and Public Facilities.

Characteristics – Proposed Plan. The Draft Specific Plan contains goals, policies and implementation strategies designed to guide land use decisions in the Downtown, similar to the methodology in the existing General Plan. The Draft Specific Plan includes several land use changes that will guide the buildout scenarios for the planning area. The changes proposed in the Draft Plan are described in general in the following paragraphs.

General Goals – The general goals of the project are outlined under “Project Objectives” on page 4. The project intends to revitalize the Downtown based on the concepts of mixed use, walkability and traditional neighborhood design.

General Land Use Changes – The land uses proposed in the project are generally consistent with the overall land use mix set forth in the General Plan. The Specific Plan proposes division of the planning area into five zone districts, and proposes form based zoning to supplant the existing form based zoning in the area. A brief description of the districts, proposals within those districts and the zoning structure is provided in the following paragraphs.

La Plaza Park. The project reconfigures La Plaza Park in keeping with its historic hexagonal form. The new park includes a bandstand to accommodate community events, a farmer’s market arbor, and large lawns. The east quadrant of the park retains the fire station. Wide sidewalks are provided through and around the parks, and vehicular circulation occurs along the park perimeter.

Historic Core. According to the Specific Plan (pg. 2:9):

This 2-block area receives sensitive attention through restoration, renovation and careful additions that maintain the existing 1 and 2-story character of the area. The historic core becomes the southern anchor and gateway to downtown and Cotati’s public space at La Plaza Park providing up to 10,000 square feet of new commercial space and up to 30 new dwellings in the form of flats, lofts or townhouses over ground floor commercial.

On-Street parking is maintained on Old Redwood Highway in diagonal form to maximize access to existing businesses while taming traffic for pedestrians and cyclists. New opportunities for shared parking behind buildings are encouraged.

Preservation and renewal of historic structures and character is paramount in this portion of the planning area.

Northern Gateway. According to the Specific Plan:

This new place in Downtown Cotati becomes the more intense place in the center of the city, providing commercial opportunities for local and regional-serving businesses. Up to 342 dwellings and 265,000 square feet of non-residential space are allowed here. The Northern Gateway is anchored by a set of squares, greens and plazas distributed to form a new system of walkable blocks and streets in this blighted and underutilized area of downtown. Civic uses such as two park-once garages and a performing arts theater add to the community-wide appeal and support of downtown.

Several new blocks are created by a varied set of interconnected streets to form a walkable pattern consistent with Cotati’s small town character and scale. Some blocks front on Old Redwood Highway as well as on new streets providing a transition from the more intense commercial activity on Old Redwood Highway. Buildings are mixed in use, urban in character and up to 3 stories with the majority of Downtown’s housing program occurring here.

Old Redwood Highway North. The existing 118’ Old Redwood Highway right of way is reconfigured into a 4-lane, 25 mile per hour parkway that features 12’ sidewalks with trees. Cyclists are accommodated in the travel way or a dedicated bikeway between parked cars and sidewalk. Buildings are mixed in use with up to two stories of housing above ground floor commercial uses.

Commerce Avenue. The northernmost portion of the Downtown accommodates a more auto-oriented pattern and type of activity. Development will be predominantly commercial in nature although housing may be accommodated on second floors or in the rear of parcels.

Open Space. The Open Space district is scattered through the planning area as a number of small parks, greens,

or even planted islands, in the case of the roundabout at Gravenstein Highway and Old Redwood Highway. These areas are intended to provide visual or recreational features in the planning area.

Buildout. Overall, the project would provide for up to 455 new residential units and 315,000 square feet of new retail and/or office space in the planning area when compared to existing conditions. This correlates to as many as 1,206 new residents and 700 new employees.

Circulation/Transportation Infrastructure Improvements. The plan proposes a number of street alignment and circulation alterations. The plan also proposes a variety of measures to improve pedestrian and bicycle transportation. Specific transportation infrastructure improvements include, but are not limited to:

- Park-once garages and shared parking (approximately 700-800 new parking spaces)
- Additional bus stops and frequency increases
- Pedestrian and bicycle routes
- Diversion of vehicle traffic around La Plaza Park via a one-way, 2-lane street with evenly spaced intersections, on-street parking and a design speed of 15 miles per hour
- Enhanced bicycle access, parking and streetscape amenities
- Restoration or repair of inconsistent elements along Old Redwood Highway South
- New blocks and streets in the Northern Gateway district
- Conversion of Old Redwood Highway North to a boulevard with wide and active sidewalks, on-street parking, bike lanes and a design speed of 25 miles per hour
- A roundabout to improve traffic flow at Old Redwood Highway/Gravenstein Highway
- Unified streetscape along Commerce Avenue

Other Infrastructure Improvements. The project includes landscape-related measures to address stormwater conveyance in the planning area, as well as specific utility infrastructure improvements.

Design Strategies. The Specific Plan sets forth particular architectural types, massing, height and frontage standards for development.

Lighting. The Specific Plan generally prohibits backlit signs on buildings and depicts certain types of appropriate lighting.

Landscaping. The Specific Plan includes a detailed landscape plan, with conceptual layouts, approved plant materials and planting densities. The landscape plan emphasizes climate- and area-appropriate species and selects native materials where appropriate. The landscape plan includes a detailed street tree planting plan, as well as measures to encourage stormwater detention and infiltration.

OTHER FORESEEABLE CONSTRUCTION ACTIVITIES IN THE PROJECT AREA

Major projects occurring or projected to occur in the vicinity of the project in the near future include:

- Cotati Commons Retail Center (east of Plan Area on Highway 116); scheduled for completion 2006

LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The plan as a whole is subject solely to the approval of the Cotati City Council.

Individual projects may be required to obtain any number of permit approvals, including, but not limited to:

- California Department of Transportation (Caltrans)
- Regional Water Quality Control Board (RWQCB)
- Bay Area Air Quality Management District (BAAQMD)
- US Fish and Wildlife Service (USFWS)
- California Department of Fish and Game (CDFG)
- Army Corps of Engineers (Corps)

GENERAL ACTIONS/AMENDMENTS

The City, as the lead agency, is solely responsible for approval of the project as a whole. Specific actions may include, but are not limited to:

- Planning Commission Recommendation
- City Council Action (Possible joint Redevelopment Agency/City Council)
- Amend General Plan to reflect the Specific Plan guidance for Downtown (see below)
- Possible Formation of Assessment/Improvement Districts
- City Council and/or Redevelopment Agency Approvals for Subsequent Projects
- Entitlements for Subsequent Projects

As mentioned above, the adoption of the Specific Plan will require amendment of City planning documents, including, but not limited to, the General Plan and the City's Land Use Code. General Plan Amendments and other actions which are part of the project and which will be studied in the EIR for this Project include,

- Repeal of the La Plaza Specific Plan and amendment of the General Plan to remove all references to the La Plaza Specific Plan and general replacement with references to the Downtown Specific Plan
- Amendment of the General Plan to remove references to land use entitlement processes which are replaced by the Downtown Specific Plan or are otherwise outdated (for example, PUD)
- Update the General Plan map to reflect the proposed Specific Plan Area
- Possible revisions to the Redevelopment Plan relating to contemplated projects in the Specific Plan Area.
- Amend City standards for parking
- Possible revisions to the Housing Element, Residential Development Potential Section
- Amendment of the General Plan Circulation Element, Policies under Objective 1.4, to reflect Specific Plan proposals.
- Amendment of the Land Use Code to conform the regulations to those set forth in the Draft Specific Plan.

INITIAL STUDY ENVIRONMENTAL CHECKLIST

This section discusses potential environmental impacts associated with implementation of the Downtown Specific Plan.

Required Information

1. Project Title: Downtown Specific Plan
2. Lead Agency Name and Address: City of Cotati Planning Department
201 West Sierra Avenue
Cotati, CA 94931
3. Contact Person and Phone Number: Marsha Sue Lustig, (707) 665-3638
4. Project Location: 59.5 acres generally oriented along Old Redwood Highway
5. Project Sponsor's Name and Address: City of Cotati (see address above)
6. General Plan Designation: Various (General Commercial, Highway Commercial, High, Medium, Low and Low-Medium Density Residential, Parks, Public Facilities)
7. Zoning: Downtown Commercial (majority of Plan Area), Neighborhood Medium, Low Neighborhood Urban, Public Facility
8. Other public agencies whose approval may be required for project components: California Department of Transportation (Caltrans)
Regional Water Quality Control Board (RWQCB)
Bay Area Air Quality Management District (BAAQMD)
US Fish and Wildlife Service (USFWS)
California Department of Fish and Game (CDFG)
Army Corps of Engineers (Corps)

CEQA GUIDANCE

Appendix I of the State CEQA Guidelines was used in answering the checklist questions:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the discussion. A “No Impact” answer is adequately supported if the discussion shows that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained when it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (State CEQA Guidelines Section 15063[c][D]). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., General Plans, Land Use Codes). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

Identification of the potential for residual significant adverse environmental impacts would trigger the need for preparation of an EIR. For issue areas in which no significant adverse impact would result or impacts would be reduced to a less-than-significant level by mitigation, further analysis is not required.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS				
Would the proposal:				
a. Have a substantial adverse effect on a scenic vista?	X			
b. Substantially damage scenic resources, including, but not limited to, tree, rock outcroppings, and historic buildings within a scenic state highway?	X			
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in this area?		X		

Discussion of Checklist Answers

- a. Based on information contained in the General Plan, scenic vistas consist of views of rural areas surrounding the City including the Sonoma hills. The project consists of redevelopment and expansion of the downtown into currently developed, underutilized or vacant urban areas. The project will not directly impact rural areas. However, proposed structures will affect existing views of the immediate urban environment as well as of the Sonoma hills. Views of rural Sonoma County are visible from certain points along Old Redwood Highway. Potential view blockage is considered significant pending further investigation in the EIR.
- b. Highway 116, which runs through the northern portion of the planning area, is a state designated scenic highway. There are no known scenic resources along this section of Highway 116. The larger project area includes trees, and historic buildings. Impacts to these resources, which are visible to the public from major roadways such as Old Redwood Highway, are considered potentially significant pending further investigation in the EIR.
- c. The existing visual character and quality of the planning area is mixed. While portions of the planning area (the historic core and the plaza area, for example) are relatively intact and of higher quality, other portions of the planning area exhibit a degraded visual environment with inconsistent development. Impacts to visual character and quality will be addressed further in the EIR.
- d. To the extent that the project provides for additional development in the planning area over existing conditions, lighting levels may increase. Mitigation such as shielding may reduce impact significance. This topic will be addressed further in the EIR.

Conclusion

Impacts associated with aesthetics are considered potentially significant. While the project objectives speak to improvements of the visual environment there may be blockage of rural area views, increased light, and impacts to the character of the area. These potential impacts will be addressed in the EIR.

Issues	Potentially Significant Impact	Potentially Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURAL RESOURCES.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
Would the proposal:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Discussion of Checklist Answers

a-c. No agricultural lands were identified in the Downtown Planning Area in maps prepared for the General Plan. None of the land in question is in productive agricultural use. Given the currently developed nature of these sites and the lack of agricultural activity, there is no impact to agricultural resources as a result of the plan implementation.

Conclusion

There is no impact to agriculture resulting from the implementation of the Specific Plan. This topic will not be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations.				
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	X			

Issues	Potentially Significant Impact	Less Than		No Impact
		Significant with Mitigation Incorporated	Significant Impact	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d. Expose sensitive receptors to substantial pollutant concentrations?	X			
e. Create objectionable odors affecting a substantial number of people?	X			

Discussion of Checklist Answers

- a-d. The implementation of the Specific Plan will result in construction activity, as well as increased residential and non-residential development throughout the project area. Increased population as a result of the plan may be inconsistent with the applicable Clean Air Plan for the area, and construction and operational emissions may result in or exacerbate exceedances of applicable standards. Air quality impacts will be investigated further in the EIR.
- e. Development pursuant to the Specific Plan will not be a source of objectionable odors affecting a substantial number of people. Limited exposure to odors may occur in single buildings where certain ground floor tenants (such as nail salons) may generate odors perceptible to upper-story residential tenants. This is addressed through the discretionary permit process for mixed-use proposals. Impacts are considered less than significant. Potential impacts will be addressed further in the EIR.

Conclusion

Impacts associated with air quality are considered potentially significant and will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than		No Impact
		Significant with Mitigation Incorporated	Significant Impact	
4. BIOLOGICAL RESOURCES				
Would the proposal:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	X			
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X			
f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	X			

Discussion of Checklist Answers

- a-d. The City of Cotati is known to contain sensitive species or their habitat, and riparian and wetland environments. The project area is located near the Laguna de Santa Rosa. The project contemplates the preservation and enhancement of an identified wetland area including restoration activities, and a wetlands interpretive center. To the extent that the project may directly or indirectly impact these resources, the project may have temporary impacts to sensitive species or natural communities, even if the end effect is beneficial. Impacts are considered potentially significant.
- e-f. The project area may be subject to resources-oriented policies and ordinances, and may be subject to one or more HCP's. Impacts will be addressed further in the EIR.

Conclusion

Impacts associated with biological resources are considered potentially significant. Biological resources will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES				
Would the proposal:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	X			
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	X			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d. Disturb any human remains, including those interred outside of formal cemeteries?	X			

Discussion of Checklist Answers

a-d. The project area contains a number of known historic resources, and is considered likely to include archaeological resources (potentially including human remains) given the long history of human occupation of the area. The project area is not known to contain paleontological resources. Impacts are considered potentially significant.

Conclusion

Impacts associated with cultural resources are considered potentially significant, and will be investigated further in the Specific Plan EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS				
Would the project:				
a. Expose people or structure to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	X			
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b. Result in substantial soil erosion or loss of topsoil?	X			
c. Be located on a geologic unit or soil that is unstable, or that would become unstable because of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X	

Discussion of Checklist Answers

- a. There are no known fault traces within the Cotati city limits, however the potentially active Rodgers Creek Fault, which is part of the San Andreas Fault System, is located approximately 1.75 miles outside city limits. There is no direct threat of fault rupture within the City, but there is a high possibility that the entire City could experience strong seismic ground shaking. All new buildings must be in compliance with the Uniform Building Code (UBC), which reduces risks associated with groundshaking to the extent feasible. Nevertheless, the potential for risks associated with groundshaking remains potentially significant. The area is not mapped in the General Plan as being at risk of liquefaction, and the relatively shallow slope throughout the planning area eliminates the risk of landslide.
- b. The project will entail demolition, excavation and grading throughout much of the planning area. Such activities will increase the risk of erosion. Impacts are considered potentially significant.
- c. Project area soils are not known to be unstable, nor would the project create instability. Impacts are considered less than significant.
- d. The potential for soil expansion and resulting damage to buildings is addressed through application of the UBC, which requires preparation of a geotechnical report for projects, and application of measures to reduce risks associated with expansion. Impacts are considered less than significant.
- e. Development pursuant to the Plan will not require septic systems. There is no impact.

Conclusion

In general, geologic and seismic risks are addressed by application of the Uniform Building Code. However, erosion and groundshaking potentials will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. HAZARDS AND HAZARDOUS MATERIAL				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	X			
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Discussion of Checklist Answers

- a. The project will be largely residential and small-scale commercial and office in nature, and will therefore not be a significant routine source of hazardous materials risks. Impacts are considered less than significant.

- b-c. Demolition of older structures, which may contain lead and asbestos, poses risk to the populace. Although federal and state law governs demolition practice effectively, mitigation is recommended to ensure that proper identification of these materials occurs as the plan is implemented. Impacts are considered potentially significant, but mitigable.
- d. The State Cortese List does not identify any sites within the City of Cotati. However, hazardous material sites may occur in or near the planning area. Impacts will be addressed further in the EIR. Impacts are considered less than significant.
- e-f. The project is not located within an airport land use planning area. There is no impact.
- g. The project does not propose physical impediments to emergency response or evacuation efforts. However, inefficient roadway function, if it occurs, may hamper response or evacuation. Impacts are considered potentially significant.
- h. The project area is largely urbanized, and is surrounded by largely developed space. Wildfire risk is considered low. Impacts are less than significant.

Conclusion

Impacts associated with potential lead and asbestos containing materials, and emergency response and evacuation are considered potentially significant. All other impacts are considered less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HYDROLOGY AND WATER QUALITY				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	X			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X			
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	X			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	X			
f. Otherwise substantially degrade water quality?	X			
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	X			
j. Inundation by seiche, tsunami, or mudflow?				X

Discussion of Checklist Answers

- a-i. Increased development in the area may adversely affect water quality. The project buildout will increase the amount of groundwater used. Development will alter drainage patterns in the area, which may increase on and offsite runoff and erosion potential. Portions of the project area are located within the 100-year flood plain as mapped in the General Plan. Impacts are considered potentially significant.
- j. Based on information presented in the General Plan, the project area is not at risk of adverse impact from seiche, tsunami or mudflow.

Conclusion

Impacts associated with hydrology and water quality (except for seiche, tsunami or mudflow) are considered potentially significant and will be investigated further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. LAND USE PLANNING				
Would the project:				
a. Physically divide an established community?	X			
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(including, but not limited to the general plan, specific plan, local coastal program, or Land Use Code) adopted for the purpose of avoiding or mitigating an environmental effect?				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	X			

Discussion of Checklist Answers

a-c. The project will be assessed for potential impacts to the existing community, for consistency with the applicable planning documents, and regulatory permits such as HCP's.

Conclusion

Impacts associated with land use and planning are generally considered to be potentially significant. However, a full consistency analysis will be provided in the EIR.

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. MINERAL RESOURCES.				
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion of Checklist Answers

a-b. There are no known mineral resources in the City.

Conclusions

The development caused by the Specific Plan would have no impact on mineral resources. This impact will not be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. NOISE.				
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b. Exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels?	X			
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion of Checklist Answers

- a. The project would allow for housing along roadways where, based on the latest available measurements, outdoor noise levels exceed acceptable thresholds. Impacts are considered potentially significant; however, proposed decreases in allowable vehicle speeds may result in reduction of impact to less than significant levels. This impact will be addressed further in the EIR.
- b. The project area is not located adjacent to rail, heavy industry, or other major sources of groundbourne vibration. However, temporary groundbourne noise or vibration could result from construction activities. Impacts will be addressed further in the EIR.
- c-d. The project will generate additional noise during construction that may be audible to sensitive receptors. The project may also generate traffic which may increase ambient noise. Impacts are considered potentially significant. These potential impacts will be addressed further in the EIR.

e-f. The plan area is not located within an airport land use plan area or near an airport or in the vicinity of a private airstrip Conclusion

Impacts related to noise, except for airport-related issues, are considered potentially significant and will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. POPULATION AND HOUSING.				
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?		X		

Discussion of Checklist Answers

a-c. The project will induce population growth in the Downtown Area. Direct and indirect impacts of such growth may be potentially significant, as described elsewhere in this study. The project will temporarily displace persons, however, the net effect of plan build-out will be an increased supply of housing in the planning area.

Conclusion

The direct and indirect impacts of population growth and temporary displacement of persons will be addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	X			
ii. Police protection?	X			
iii. Schools?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
iv. Parks?	X			
v. Other Public Facilities?	X			

Discussion of Checklist Answers

a.i-v. The project will increase demand for the various public services listed. Impacts are considered potentially significant pending further investigation in the EIR.

Conclusion

Impacts to public services are considered potentially significant and will be further investigated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	X			

Discussion of Checklist Answers

a-b. The project includes recreational facilities which may both enhance recreational opportunities in the area and cause adverse effects, particularly during construction. The population growth projected under the Specific Plan may adversely affect existing recreational facilities as well. Impacts are considered potentially significant.

Conclusion

Impacts to and associated with recreational facilities are considered potentially significant and will be addressed further in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC				
Would the proposal:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X			
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves of dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e. Result in inadequate emergency access?	X			
f. Result in inadequate parking capacity?	X			
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	X			

Discussion of Checklist Answers

- a-b. The implementation of the project may generate additional traffic and will certainly alter the current roadway configuration in the planning area. This may lead to deficient levels of service and/or congestion on area roadways. Impacts are considered potentially significant.
- c. The project will not affect air traffic patterns.
- d. The project substantially alters existing roadway design; however, proposals are designed to increase safety on all thoroughfares, for example through decreased speeds and improved pedestrian and bicycle facilities. Although this is the stated intent of the plan, circulation components of the project will be reviewed for potential hazards in the EIR. Impacts are considered potentially significant.
- e. The Specific Plan will be assessed for impacts to emergency access. Impacts are considered potentially significant.
- f. The project alters the parking amount and distribution in the planning area. The sufficiency of this parking will be addressed in the EIR.

- g. The Specific Plan will be assessed for consistency with applicable alternative transportation plans. Impacts will be addressed further in the EIR.

Conclusion

The project includes a number of components designed to increase use of alternative transportation. Impacts to transportation and circulation will be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. UTILITIES AND SERVICE SYSTEMS.				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could have significant environmental effects?	X			
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements necessary?	X			
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X			
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Discussion of Checklist Answers

- a-g. The project will increase demand for water supplies, wastewater treatment, landfills, and stormwater facilities. The direct and/or indirect impacts of increased demand are considered potentially significant. However, the project will not affect the wastewater or solid waste stream such that applicable regulations are disobeyed.

Conclusion

Impacts to utilities are considered potentially significant pending further investigation in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of probable future projects)	X			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Discussion of Checklist Answers

a-c. As described elsewhere in this study, the project may have a number of potentially significant impacts, including those related to cultural and biological resources, and those which may impact people, including noise. Impacts of the project may be amplified when considered along with cumulative growth.

Conclusion

Impacts are considered potentially significant. An EIR shall be prepared for the project.

CITATIONS

City of Cotati General Plan, adopted 1998.

City of Cotati General Plan Revision Final Environmental Impact Report, September 1998.

LIST OF PREPARERS

Nicole Carter, Environmental Specialist, Crawford Multari & Clark Associates

APPENDIX 1.0

COTATI DOWNTOWN SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

Summary of Scoping Comments May 17, 2006

The following is intended to provide a summary of EIR-related comments received generally during the scoping period of the EIR. Comments are generally ordered by date. Responses/follow up direction is noted where applicable.

Attachment	Date	Commenter
A	3.1.06	Notes from City Staff
B	3.20.06	Notes from Nicole Carter, Summary of Cards Received
C	3.20.06	Notes from City Staff
D	3.13.06	Andrew Hutchins
F	3.21.06	CHRIS/NAHC
G	3.20.06	Bike Sonoma
H	?	Wade Belew
I	3.21.06	Chuck Levine
J(1,2)	3.21.06	Steve Sheldon
K	3.22.06	Chuck Levine
L	3.27.06	DFG
M	3.29.06	Anne Rock
N	4.3.06	State PUC
O	3.16.06	OPR
P	4.13.06	Rohnert Park
Q	4.5.06	Arch's Glass
R	4.12.06	DTSC
S	4.12.06	PG&E
T	4.12.06	DOT
U	4.20.06	RWQCB
V	4.20.06	James Hummer & Associates

Comments received during March 1, 2006 City Council Meeting (see attached Item A)

Concerns were raised over the safety of proposed cycling facilities and their compliance with the California Vehicle Code.

Response: The safety of proposed cycling facilities will be discussed qualitatively in the traffic section of the EIR.

The EIR should analyze a roundabout instead of the hex design at the park.

Response: The City, in its EIR, is legally obligated to provide a detailed analysis of the preferred alternative (the draft Specific Plan) in the main body of the document. Circulation alternatives may be presented as project alternatives in the Alternatives section of the EIR, if such alternatives would reduce significant impacts identified elsewhere in the EIR. If presented, alternatives would be

analyzed at a lesser level of detail (typically qualitatively) for their overall impact and their impact relative to the preferred alternative.

The EIR should examine the density and use of the St. Joseph's property.

Response: The EIR will analyze impacts associated with the buildout (based on densities and use) throughout the planning area.

Safety concerns at right turn lane at Oliver's, and with cut-through traffic on Charles Street. Concerns about impacts just outside of planning area.

Response: The traffic section of the EIR will address overall roadway and intersection operation and performance. This will include facilities just outside of the planning area. The potential for cut-through traffic will be addressed on a qualitative basis with an adaptive management mitigation program.

Concerns about particular impacts related to events.

Response: The EIR will address event-related impacts in pertinent sections (such as air quality, noise and traffic) on a qualitative basis.

Concerns with wetlands and creeks, including vector control.

Response: The biology section of the EIR addresses impacts to wetlands and creeks. Vector control is outside the scope of this plan and EIR.

Would like modeling (supposed traffic) ORH at 116.

Response: The traffic section will address this intersection.

Concerns over possible tunneling effect.

Response: The aesthetics section will address the potential for tunneling.

Comments received during March 20, 2006 Scoping Meeting (see attached Items B & C)

Consider Green Music Center, closure of Agilent, presence of Casino in impact analysis. Consider also the changes in the mix of businesses in impact analysis.

Response: The cumulative impact analysis will consider projects with bearing on the planning area and topic. The above facilities may be included in the cumulative analysis, or if operational already, may be considered in the baseline. The mix of businesses and associated impacts will be discussed qualitatively; the exact tenant mix is not, and cannot be, known at this time.

Consider impacts from activities in the upper watershed, as well as flooding impacts, and runoff impacts, particularly given the altered nature of the drainages near the planning area.

Response: Impacts related to flooding, erosion, and stormwater runoff will be addressed in the geological resources section, the hydrology section, the biology section and the infrastructure/utilities section.

Concerns about availability of water/wastewater capacity.

Response: Impacts to water supplies and wastewater collection and treatment systems will be addressed in the utilities section.

Access concerns

Response: Access concerns will be addressed qualitatively in the public services and hazards sections of the EIR.

Historic preservation concerns.

Response: Impacts to historic resources will be addressed in the EIR; a program of mitigation will be proposed.

Traffic on side streets.

Response: Impacts to surrounding streets associated with traffic diverted off of main roadways will be addressed qualitatively in the traffic section of the EIR.

Urban Canyon Effect.

Response: CHRIS – The types of impacts raised, including toxics buildup, and increased noise, are typically a function of urban environments, with large buildings and narrow streets. Although the project will increase the height and density of buildings and will narrow streets, the overall character of Cotati remains relatively rural, and not subject to impacts associated with “urban canyons”.

Fire department concerns about manpower and equipment.

Response: Impacts to fire services will be addressed in the EIR.

Traffic impacts at 101/116

Response: The traffic analysis will include the 101/116 intersection with the roundabout proposed in the Specific Plan.

D. No direct EIR issues – Comments on Market Analysis

E. CHRIS/NAHC

Concerns that there is high potential for cultural resources in the planning area. Notes need for SB18 compliance.

Response: Impacts to cultural resources will be addressed in the EIR. The City has completed the SB18 consultation process.

F. Sonoma County Bike Coalition

The commenter suggests that the EIR recommend that bicycle parking equal 10% of car parking.

Response: The EIR air quality section will recommend a number of measures to reduce emissions in the planning area. The presence of bicycle facilities will factor into the modeling of emissions. The comment should otherwise be directed to the plan as a policy or program.

The commenter suggests additions to the project objectives.

Response: The project objectives outlined in the EIR are based on objectives set forth in the Plan. Additions to objectives should be made therein.

The commenter suggests additions to the transportation plan to accommodate new/changed bicycle lane configurations.

Response: The transportation plan is based on the information set forth in the Specific Plan. Additional bicycle facilities may be added if warranted based on traffic and air quality analyses.

The commenter suggests that removing Class II bike lanes in the planning area conflicts with the Countywide Bicycle Plan.

Response: The stretch of ORH from 116 to la Plaza has substandard class II bike lanes, class III in the old part of town (existing) – the plan calls for a Parisian-style system instead (using both class II and III) – so there is no net loss of bicycle facilities in this location.

The commenter states the project contains dangerous design features.

Response: The safety of proposed facilities will be discussed qualitatively in the traffic section of the EIR.

H.

See above.

I.

Commenter desires an additional entrance and exit to 101 at Sierra or Railroad.

Response: This area is outside the purview of the plan.

J. No EIR issues are raised.

K. DFG

DFG requests a complete assessment of flora and fauna and their habitats in the EIR. DFG also notes projects in the area may be subject to CESA permits and/or SAA.

Response: The biology section will address impacts to resources, and will outline a mitigation program.

M. Anne Rock

Impacts to fire department response times based on La Plaza design.

Response: Impacts to fire services will be addressed in the EIR. Impacts related to development of St. Joseph's property, particularly traffic.

Response: The overall traffic study will address the aggregate of traffic and traffic improvements in the planning area, including the St. Joseph's property.

Concerns related to wetlands interpretive center (mosquitos, adjacent ballfield, existing houses and properties).

Response: Vector control is outside the purview of this EIR. The commenter otherwise seeks information on the impacts of the wetlands to surrounding areas which will be addressed in the biological resources section of the EIR.

Concerns related to impacts of wetlands bike path.

Response: Impacts of the path, including potential noise and compatibility issues, will be addressed qualitatively in the EIR.

Effect of New Village Square on La Plaza Park.

Response: The addition of additional open space in the planning area increases the recreational opportunities for area residents, in keeping with City standards.

Info about stormwater impacts, systems.

Response: Stormwater will be addressed in the hydrology section of the EIR.

Sufficiency of proposed sewer infrastructure.

Response: The infrastructure proposed in the Specific Plan is assumed sufficient – it was based on consultation with city engineer and the City's sewer master plan. However, infrastructure will be addressed in the EIR.

Need a mass transit element. Need more information on impacts to existing bus stops, new bus stops and details, mitigation for air quality through transit, include SSU.

Response: This information is contained in the City's Circulation Element.

Impacts enlarging La Plaza Park on neighborhoods and surrounding streets,
Cut through traffic, other detrimental effects, larger park = larger crowds
Noise volumes from events and impacts on surrounding properties
Speeding, particularly associated with cut through traffic

Response: Traffic will be addressed in the EIR; noise from events will be addressed qualitatively in the EIR.

Traffic impacts:

- At Page St. and Henry St. through ORH and W. Sierra
- Queuing at new intersections
- Pedestrian Safety (lack of continuous sidewalks, crosswalks and street lighting compounded with speeding)
- Future widening of Hwy 101 and off ramps
- Lack of parking and impacts to neighborhood
- Existing illegal parking at cohousing, how to address increased housing from this project

Response: The EIR will address impacts (LOS, operations) at the intersections above. LOS impacts will speak to queuing. Pedestrian safety will be addressed in a qualitative manner; the project generally seeks to improve connections and overall pedestrian safety throughout the planning area. Parking will be addressed, but if provided in accordance with the SP, will be sufficient based on stated standards. Illegal parking is an enforcement issue outside of the scope of the EIR.

Impacts of proposed traffic signal at Charles/Henry Street (operations, as well as air, noise, outdoor dining)/ difference between roundabout and signal.

The EIR will address impacts at this intersection, including traffic, noise, and air quality, if warranted based on the traffic study outcome. A roundabout is not being proposed as part of the project, but could serve as a mitigation option or alternative if warranted based on the traffic study.

N. PUC – References for projects adjacent to or near the rail corridor. Not pertinent to the Downtown SP.

O. OPR General Notice

P. City of Rohnert Park

Take into account GP growth for RP.

Response: Will do – cumulative

DEIR should use County traffic model

Response: Does

Wants commitment of City of Cotati to cooperate with RP on identification of and improvements to congested intersections in Penngrove and on East Cotati Avenue.

Response: Check GP to see if therein - Seems like more of a GP issue

Complete analysis of water and sewer system needs

Response – Will do

Regional air quality impacts

Response: Cumulative impacts will be addressed, project's contribution will attempt to mitigate

Identify solid waste generation and disposal needs.

Response: Will do

Q.

Concerned about roundabout/increased traffic from ORH onto La Plaza being detrimental to business.

Response: The traffic study will address impacts from this alteration.

States that same traffic flow was tried in the 70's and failed

Response: Noted. Traffic study will evaluate the operation and feasibility of plan proposals. Have similarities and differences (keeps trying to unite the plaza) – test, no stops – etc.

Concerns over patrons, vendors, crossing street and general access to business.

Response: Address qualitatively – idea is to slow traffic and narrow streets. Vendor access rerouted to rear.

Likes La Plaza as a quiet side street.

Questions about grandfathering of business.

Response: Noted

R. DTSC

Standard letter – investigate former uses, further testing and remediation needs, air and health impacts, local standards, transportation impacts from remediation, risk of upset at site.

Response: Will do

S. PG&E

Preservation/obedience to clearance/easement restrictions

Response:

Relocation of 50kv and above could require formal PUC approval

Response: Noted. No plans to relocate in La Plaza – may need approval

Cumulative impact to gas and electric systems

Response: The EIR is required to address, at least qualitatively, impacts related to energy demand.

Upgrades/expansions could include regulator systems, odorizer stations, valve lots and distribution and transmission lines.

Response: The impacts of activities/infrastructure such as the above will be addressed as part of general infrastructure analysis in the EIR.

Provide information about EMF.

Response: The EIR will provide information about EMF and the controversy/current research findings.

T. DOT

Outlines recommended components of TIS

Existing conditions

Proposed Specific Plan Only with Select Zone Analysis

Cumulative Conditions

Cumulative + Project

Mitigation – particularly that which does not program for the highway - + phasing program

Discuss financing, scheduling, implementation responsibilities and monitoring for mitigation - + fair share contributions to fund future improvements on US 101.

Use DOT Guide for TIS

Encroachment permits for any projects in State ROW

Response: None are contemplated at this time.

U. RWQCB

General letter about permits – withholding comment

V. Mr. Bigelow

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MEMO

DATE: 3/13/06

TO: City Manager Terry Stubbings
CC: Planning Director David Woltering
Assistant Planning Director Marsha Sue Lustig

FROM: Andrew Hutchins
Chairman, Economic Development Task Force
President, Cotati Chamber of Commerce

RE: February 2006 Commercial Market Assessment for the
Cotati Downtown Specific Plan

Please find attached some comments, feedback and observations provided by four members of the Cotati Chamber of Commerce's Economic Development Task Force regarding the February 2006 Commercial Market Assessment created by Strategic Economics.

Please feel free to contact any of us with any follow-up questions.

James Reilly III:

After reading the analysis, I was struck by the way it seems to lead you to conclusions about what type of businesses are needed. For example, it spends a fair amount of pages on the grocery store market, implying that Cotati should get another grocery store. Did the city ask for a grocery store analysis, or was it an observation of the consultants? Similarly with the hotel section. Did we ask for it or did they give it to us?

In the implementation section (p 23) I am reluctant to agree with the assessment that Cotati will be able to capitalize upon the SSU Green Music Center. It is my contention that the local jurisdictions all think the GMC is going to create this great boon to their coffers; I am less than convinced.

Anne Wallace-Rock:

1. Table 3:(Table shows data from 2000, 2010, 2015, 2025)
Line 4: reads; Est. per Household Supermarket Expenditures remains at \$6,096 2000-2025.
 - Household expenditure projections should not be expected to remain consistent but to rise in a 25-year period.
2. Page 13:Paragaph 4:
Last line reads; ...but should instead meet the unmet demand for more upscale goods and services.
 - Potential for higher-end hotel and destination type (upscale) restaurant not included in study.
3. Page 23: Potential Implementation Strategies
Bullet 3: reads; Coordination with Sonoma State's Green Music Center, opening in 2008
 - Coordinate what? Events, parking, traffic, hotel use?
 - Patron's impacts not included in study.
4. Santero Way impacts not included
 - Shopping elements
 - Impacts of the proposed rail service
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 - Household retail expenditure projections should not be expected to remain consistent but to rise in a 25-year period.

Andrew Hutchins

While there is a lot of good material in this report, most of my concerns center on what appears to be conflicting conclusions and statistics. It will be incumbent upon staff, and the various commissioners to deem if these are significant or minor points that need to be addressed by Strategic Economics. Overall I am in favor of the Cotati Downtown Specific Plan and with the scope of feedback and information that is pouring into this process. However, I am somewhat disappointed that even with all the data presented, Strategic Economics did not seem to present any new tangible conclusions, rather their conclusions seem to echo the public & staff input from the review & discussion processes to date. Perhaps this a positive: an endorsement of the process & the direction we are heading so far.

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the long run". But Table A-5 (p. 29) does not show any increase in household spending for the next 20 years to support this conclusion about the future. And the top of page 6 shows in constant dollars, a total increase of median household incomes of 9.3% over the 15 years from 1990 to 2005. Wasn't this the demographic increase that has supported the discounters? That is, how can an increase of 9.3% support the discounters in the past, but a static future will somehow promote another class of retailers altogether?

This study states that the current retail successes in RP are found with the discounters, because of that town's current demographics. What percentage of projected increase in the households for the RP/Cotati will be with RP vs. Cotati? And if the potential unmet demand for retail space is primarily from RP, will their demographics be changing enough to support the independent stores proposed for Cotati or will the growth in RP continue to support discount stores? If RP grows with more of the same 'big box' demographics and Cotati desires retailers that do not cater to these demographics, then we need to consider our market area to encompass areas outside of RP/Cotati. *This larger market area, that is needed to support new upscale chain or independent businesses, is not addressed in this study.*

Page 15: Office Market overview: 'vacancy rates for office and industrial spaces are high in Cotati'. What is the source for this data? Currently there are very, very few commercial listings on MLS, Press Democrat, www.Looped.com or even Craigslist.

Page 16, Table 7 shows 3001 employees working at Agilent. This facility is closed.

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Page 29, Table A-5: the Pipeline Competitive Supply should provide alternative scenarios that includes the imminent impact of the conversion of the former Agilent site and a discussions for the proposed regional, upscale center at the Rohnert Park Casino. The former Agilent Site, now called the Sonoma Mountain Village, contains 700,000 square feet of targeted development for retail, industrial & housing. Businesses started to move on to this site in 2005.

Responses from Strategic Economics Shown Underlined

MEMO

DATE: 3/13/06

TO: City Manager Terry Stubbings
CC: Planning Director David Woltering
Assistant Planning Director Marsha Sue Lustig

FROM: Andrew Hutchins
Chairman, Economic Development Task Force
President, Cotati Chamber of Commerce

RE: February 2006 Commercial Market Assessment for the
Cotati Downtown Specific Plan

Please find attached some comments, feedback and observations provided by four members of the Cotati Chamber of Commerce's Economic Development Task Force regarding the February 2006 Commercial Market Assessment created by Strategic Economics.

Please feel free to contact any of us with any follow-up questions.

James Reilly III:

After reading the analysis, I was struck by the way it seems to lead you to conclusions about what type of businesses are needed. For example, it spends a fair amount of pages on the grocery store market, implying that Cotati should get another grocery store. Did the city ask for a grocery store analysis, or was it an observation of the consultants?

Retail developers typically measure their potential for retail space, especially neighborhood-serving retail space, by considering whether a grocery store could anchor the development. This is in part because grocery stores attract daily or multi-weekly trips from nearby residents, thus increasing the visibility in the shopping center for other types of stores. Strategic Economics evaluated the potential for a grocery store in part to determine the magnitude of demand for additional retail space.

Similarly with the hotel section. Did we ask for it or did they give it to us?

The City of Cotati requested that Strategic Economics evaluate the potential for an overnight lodging facility.

In the implementation section (p 23) I am reluctant to agree with the assessment that Cotati will be able to capitalize upon the SSU Green Music Center. It is my contention that the local jurisdictions all think the GMC is going to create this great boon to their coffers; I am less than convinced.

It may be true that the presence of the Green Music Center would not have any significant fiscal or economic impact for the Downtown Cotati Specific Plan; nor did Strategic Economics intend to suggest that the presence of this new Center would be a major driver for the Downtown Plan. However, the current presence of many unique musical venues, stores, and events provides a strong basis for establishing Downtown Cotati as a regional musical destination, and connecting to the Green Music Center would be one of several mechanisms to create this identity.

Anne Wallace-Rock:

1. Table 3:(Table shows data from 2000, 2010, 2015, 2025)

Line 4: reads; Est. per Household Supermarket Expenditures remains at \$6,096 2000-2025.

- Household expenditure projections should not be expected to remain consistent but to rise in a 25-year period.

This is true; the numbers shown are conservative in order to test the minimum supportable square feet for the Downtown. As projecting income for an area as small as Cotati is an inaccurate science, and as inflation will increase both household expenditures and required sales per square foot, the calculations have assumed constant dollars across time.

2. Page 13:Paragaph 4:

Last line reads; ...but should instead meet the unmet demand for more upscale goods and services.

- Potential for higher-end hotel and destination type (upscale) restaurant not included in study.

Such an evaluation would require a more detailed understanding of the nuances in the Northern Gateway. In large part, the ability to attract such tenants depends on

the momentum of the Downtown Plan and in particular of the development in the Northern Gateway.

3. Page 23: Potential Implementation Strategies

Bullet 3: reads; Coordination with Sonoma State's Green Music Center, opening in 2008

- Coordinate what? Events, parking, traffic, hotel use?
- Patron's impacts not included in study.

The intention of these recommended implementation strategies is to guide more detailed study. Coordination could potentially include hotel use, connection via a shuttle, programs within businesses providing discounted goods and services for Center patrons, or other such strategies as deemed financially feasible and desirable to the community.

4. Santero Way impacts not included

- Shopping elements
- Impacts of the proposed rail service

This is true; this area is outside of the Downtown Specific Plan area, and this suggestion should be explored in the General Plan Update process.

5. A city tram or small bus to link proposed long term parking structures in the Northern Gateway with the Historic Core, La Plaza Park, Santero Way, SSU, the Market Place at Cotati Center, and the Commerce Blvd area needs to be included in assessment.

This level of detail is beyond the scope and intention of the Market Assessment. Such a study could be completed once the Downtown Plan is in its implementation stage.

6. Page 29: Table A-5 (Table shows data from 2000, 2015, 2025)

Line 2, reads; Total retail Spending Per Household estimate assumptions remain at \$34,394 2000-2025.

- Household retail expenditure projections should not be expected to remain consistent but to rise in a 25-year period.

We do not expect household expenditures to remain constant but have shown no rise in incomes to reflect a minimum scenario that tests the market strength relative to the potential maximum increment of developable space.

Andrew Hutchins

While there is a lot of good material in this report, most of my concerns center on what appears to be conflicting conclusions and statistics. It will be incumbent upon staff, and the various commissioners to deem if these are significant or minor points that need to be addressed by Strategic Economics. Overall I am in favor of the Cotati Downtown Specific Plan and with the scope of feedback and information that is pouring into this process. However, I am somewhat disappointed that even with all the data presented, Strategic Economics did not seem to present any new tangible conclusions, rather their conclusions seem to echo the public & staff input from the review & discussion processes to date. Perhaps this a positive: an endorsement of the process & the direction we are heading so far.

Observations & comments

Page 7: A recurring theme in the Existing Competitive Supply & Performance section is that the high vacancy rates in some of the commercial nodes are due to the lack of anchor tenants. However discussions throughout this report do not show that the Cotati Market Area will have the demographics to support large anchor tenants. This raises the question of how can Cotati draw in people from outside our market area without anchor tenants? Perhaps we can have low vacancies without large anchors by recruiting "boutique-scaled" versions of regionally recognized names to act as appropriate-sized 'anchor' tenants, mixed in with the uniquely-Cotati independent business. These businesses could be scaled-down versions of businesses like: Sur Le Table, Smith & Hawken, The Discovery Channel Store, Papyrus, Restoration Hardware, Banana Republic, The Walking Company, etc.

Strategic Economics has recommended a development process similar to Windsor, with the effect of gradually creating a place and destination. Regional retail tenants should be considered as possible tenants for the Northern Gateway.

Existing centers have high vacancy rates for a variety of reasons; the new development at the Northern Gateway will be differentiated from these centers by actually creating a "place" with pedestrian orientation and a mix of uses.

Page 8: If demand for retail space is high at the Rancho Cotate center, why has the newly constructed retail pad remained vacant for months?

Further study would be required to answer this question; it is Strategic Economics' understanding that the Rancho Cotate center has recently changed management, which may be one reason for this. However, phone calls to the managers of Rancho Cotate center were not returned.

Page 10: regarding Grocery Store demand, the document states:

With current "... supermarkets offering more than the supportable square footage of space." the demand for a new supermarket today is limited. However later in the same paragraph, it is stated that the potential decline of Albertson's "may leave an opening in Cotati and Rohnert Park's demand". Wouldn't the decline and/or close of Albertson's then create the proper ratio of supermarkets to households for the immediate future? Not necessarily; the loss of Albertsons; entirely could create some potential demand; the net supportable square feet would then exceed the total square feet of existing supermarkets. The development of a new grocery store would of course require a more nuanced analysis than this calculation provides.

Page 11, table 3 & page 13, table 5: It appears that the projections for household growth are pulled from ABAG, a regional entity. Some discussions should be held with county and city resources to see if they agree with ABAG's assumptions and projections for our area.

ABAG is considered the generally accepted projection to use in the Bay Area. A study of the type recommended is beyond the scope of work for the Downtown Plan.

Page 13, Table 5; Estimate of Potential Unmet demand is based on a 60% capture rate. However, on page 29, Table A-5 is based on a 40% capture rate. Which one is correct? 40% is correct, the sentence on Page 13 should read, "assumes that local residents would complete 60 percent of their shopping OUTSIDE OF Cotati and Rohnert Park."

Page 13: "Currently the unmet demand for retail space in Cotati/RP is a relatively small increment of 50k sf." Shouldn't it be noted that the 75k in the pipeline for Lowe's center, cited at the top of page 9, would take care of this unmet demand retail space? The Lowe's center has been considered in the calculations of net retail space.

Page 13 "With rising household incomes in the area, the current format of large scale, discount retail shopping centers will not be the type of retail space that is in demand in the long run". But Table A-5 (p. 29) does not show any increase in household spending for the next 20 years to support this conclusion about the future. And the top of page 6 shows in constant dollars, a total increase of median household incomes of 9.3% over the 15 years from 1990 to 2005. Wasn't this the demographic increase that has supported the discounters? That is, how can an increase of 9.3% support the discounters in the past, but a static future will somehow promote another class of retailers altogether? It is not the increase in incomes that has supported the discount retailers so much as the draw of a lower income population in the Cotati and Rohnert Park area. Strategic Economics is not suggesting that incomes will be static in the future.

This study states that the current retail successes in RP are found with the discounters, because of that town's current demographics. What percentage of projected increase in the households for the RP/Cotati will be with RP vs. Cotati? And if the potential unmet demand for retail space is primarily from RP, will their demographics be changing enough to support the independent stores proposed for Cotati or will the growth in RP continue to support discount stores? Cotati and Rohnert Park form one trade area in the eyes of retailers. Currently higher income residents desiring more upscale goods are underserved in Cotati and Rohnert Park, while the market for discount retail is relatively saturated. If RP grows with more of the same 'big box' demographics and Cotati desires retailers that do not cater to these demographics, then we need to consider our market area to encompass areas outside of RP/Cotati. This larger market area, that is needed to support new upscale chain or independent businesses, is not addressed in this study. The larger market area demographics have been addressed on pages 6-7.

Page 15: Office Market overview: 'vacancy rates for office and industrial spaces are high in Cotati'. What is the source for this data? Currently there are very, very few commercial listings on MLS, Press Democrat, www.Loopnet.com or even Craigslist. This information was determined through interviews with local real estate brokers, and is likely based on leasing experience rather than any single data source or report.

Page 16, Table 7 shows 3001 employees working at Agilent. This facility is closed.

Strategic Economics has noted this error.

Page 22: This study has conflicting conclusions between this page & page 7: "Rather than targeting tourist visitors, the needs of Cotati and Rohnert Park shoppers should be the priority for the Downtown Specific Plan".

However, at the top of page 7: "Downtown Cotati may be able to draw regional and tourist visitors by enhancing its identity as a unique place rather than by relying on shoppers from its regional trade area alone"

The concept behind this recommendation is that in the short term, new development in Downtown Cotati will serve the local residents. As development builds momentum and regional visibility – such as is occurring in Windsor – Cotati may find that more shoppers in the Downtown are visitors or tourists, and retail will evolve accordingly.

Page 29, Table A-5: The column for year 2000 includes the new space in North Petaluma and at the Lowe's center for the 'Total Estimate of Existing & Pipeline'. However, neither of these projects was in the pipeline or existing six years ago.

This is true; however the point that there is some increment of demand in 2000 remains valid.

Page 29, Table A-5: the Pipeline Competitive Supply should provide alternative scenarios that includes the imminent impact of the conversion of the former Agilent site and a discussions for the proposed regional, upscale center at the Rohnert Park Casino. The former Agilent Site, now called the Sonoma Mountain Village, contains 700,000 square feet of targeted development for retail, industrial & housing. Businesses started to move on to this site in 2005. In part, the potential impact of Sonoma Mountain Village depends on its timing, phasing, design, and targeted tenants. As Strategic Economics has recommended that Downtown Cotati pursue more neighborhood-oriented tenants, new development may not compete with Sonoma Mountain Village. Moreover, Downtown Cotati's presence near Highway 101, and its strong existing framework as a place remain competitive factors for any surrounding new development.

Tom Scott

March 12, 2006

From: Tom Scott, Oliver's Market

To: City of Cotati Design Review Board
City of Cotati Planning Commission

Re: Comments regarding Commercial Market Assessment

Honorable Commissioners and Board Members,

At the request of my fellow members of the Economic Development Task Force, I submit the following comments regarding the Commercial Market Assessment prepared for the City of Cotati by Strategic Economics dated February 2006.

General Comments

I think, in general, the Market Assessment conducted by Strategic Economics is well researched and well considered. The emphasis on "place making" as the key to sustainable economic growth seems particularly salient for the conversation surrounding downtown redevelopment. This reality has been embraced in Windsor with the Town Green, in Petaluma with the Theatre District and to a lesser extent, at Railroad Square in Santa Rosa. As the county has grown, most of the commercial development, which has occurred, has homogenized the region, removing incentives for consumers to seek out one retail area over another because they all offer, by and large, the same things. Given the fact that our community is surrounded by agricultural land with slighter population densities, commercial gravity can best be generated through differentiation.

I have recently returned from a trip to Austin Texas, a community that has successfully differentiated itself from the rest of Texas by creating something unique and vital by drawing on its connection to the University of Texas and its rich history of left of center politics and musical expression. Cotati's proximity to SSU, its musical venues, and history of acceptance (dare I say embracing) of alternative lifestyles and expression, create a perfect fit for independently owned retail businesses which target market niches underserved by national chain retail outlets. The combination of existing successful independently owned businesses like Zone Music, Backdoor Records, Oliver's Market (to mention only a few), the absence of national retail outlets (with the new Lowe's being a notable exception), and Cotati's proximity to SSU and 101 provides fertile ground a unique business community; one which is worth driving to patronize.

I believe that if the zoning strategy for the Downtown specific plan were geared to encouraging independent business ownership, promoting creative activities (art, food and music) in the downtown area, and discouraging further invasion of national retail players, we could make Cotati a place that had gravity, for both consumers and new businesses. In addition an effort should be made to connect the unique business people together towards marketing Cotati as an alternative to the homogeneity found elsewhere in the county. I have been active in the Cotati Chamber for only two months, but I have

been struck by the absence of community among the longest standing, most successful, and best known independent businesses in town. There is something tangible that should connect businesses like Oliver's, Backdoor, Zone, Rafa's, The Hub Cyclery, Northlight, Gravenstones, Hines Signs, etc., and that connection should provide a catalyst for the "place making" that is called for by Strategic Economics. Should the City accept the recommendation provided in the Market Assessment, the implementation strategies should include bringing these businesses and others of similar energy together, either through the Chamber, or some other association, to market the "place" we intend to "make."

Grocery Store Analysis

For the most part, I agree with the assessments made by Strategic Economics regarding the potential for additional supermarket development in Cotati. I know my opinion regarding this matter will be viewed by many as self-serving, and as such will limit my comments in this area to two.

1. Roger Wilco in Rohnert Park has been sold to Fiesta Market, a fact that was unknown to Strategic Economics. I believe the change in ownership and the remodel and upgrades that have been scheduled, will dilute Oliver's ability to attract customers from the North East Rohnert Park.
2. Our sales declined substantially in our Cotati Store in 2003 and 2004 and remained flat in 2005. In my opinion, this is a result of competitive pressures arising from the opening of G&G in Petaluma, the opening of Costco in Rohnert Park and the remodeling of the Safeway in Sebastopol and the Whole Foods in Petaluma. The competitive industry pressures in this region are acute. Our operating margins are very small compared to other businesses and significant revenue losses may threaten our continued ability to operate at this location. The success of Oliver's directly impacts the success of twelve other businesses in the Rancho Cotati Center.

Thank you for allowing me to comment on this Market Assessment. I am grateful for care and hard work of the many people that have brought the process to this point.

Sincerely,

Tom Scott
Oliver's Market
Cotati Chamber of Commerce

The potential for development of an additional grocery store in Cotati is a long-standing issue, and is one that may require further analysis as plans for the Northern Gateway development advance. Likewise, the idea of allowing national chain tenants is also expected to remain an issue. Community members have reflected both a desire to allow market forces to predominate, and sensitivity to the increasingly rare presence of an independent grocery store in the community and the need to preserve this and other independent businesses. The intention of Strategic Economics' market assessment was to provide guidance for making the Downtown Plan successful with or without a grocery store or national chain presence.

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ALAMEDA
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CONTRA COSTA
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NAPA
SAN BENITO
SAN FRANCISCO

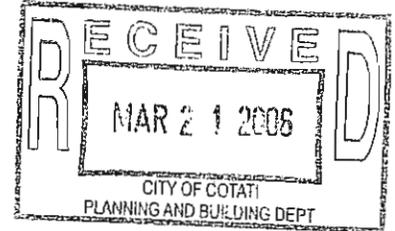
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1303 Maurice Avenue
Rohnert Park, California 94928-3609
Tel: 707.664.0880 • Fax: 707.664.0890
E-mail: leigh.jordan@sonoma.edu

16 March 2006

NWIC File No. 05-SO-11E

Marsha Sue Lustig, Senior Planner
City of Cotati
201 West Sierra Avenue
Cotati, CA 94931



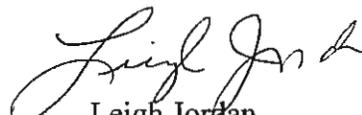
Re: City of Cotati Downtown Specific Plan Project

Dear Ms. Lustig;

Thank you for the opportunity to comment on this project. The Conclusion in Section 5, Cultural Resources, regarding the plan for further cultural resource investigation addresses my concerns regarding the high potential for historic resources in the Downtown Specific Plan area.

In a workshop given yesterday by the Governor's Office of Planning and Research, I learned that Senate Bill 18, which identifies and codifies the need for Native American consultation at specified places during the planning process, is a requirement at both the General Plan and Specific Plan levels. There was no mention of the City of Cotati initiating this consultation process in the Notice of Preparation. Therefore, to begin, you will need to contact the Native American Heritage Commission to obtain a list of the relevant tribes and the appropriate representatives. I have enclosed a copy of the form that the NAHC prefers for this request. Secondly, given that consultation should begin early in the Specific Plan process, I recommend that you do this fairly soon. And, lastly, since it involves nation to nation contact, once you receive the tribal list from NAHC, I recommend that the Mayor make initial contact with all the tribal representatives.

Sincerely,


Leigh Jordan
Coordinator

F

STATE OF CALIFORNIA

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390



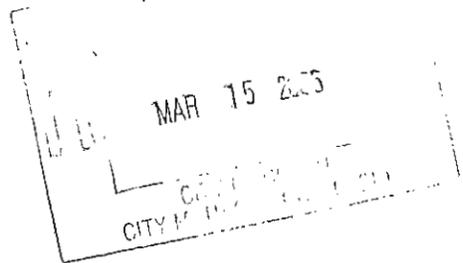
Arnold Schwarzenegger, Governor



March 16, 2006

Marsha Sue Lustig
Senior Planner
City of Cotati

Sent Via Fax: 707-795-7067
of Pages: 2



RE: SB 18 Tribal Consultation List City of Cotati Downtown Specific Plan, Sonoma County

Dear Ms. Lustig:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. Attached is a consultation list of tribes with traditional lands or cultural places located within the requested General Plan boundaries.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. NAHC Sacred Lands File requests must be made in writing. All requests must include: county, USGS quad map name, township, range and section. Local governments should be aware, however, that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from Tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at (916) 653-4038.

Sincerely,

Debbie Pilas-Treadway
Debbie Pilas-Treadway
Environmental Specialist III

007/10/2006 10:40 PAA 010007 0080 NANC 002/002

California Tribal Consultation List
City of Cotati
March 16, 2006

T Federated Indians of Graton Rancheria
Greg Sarris, Chairperson
PO Box 14428 Coast Miwok
Santa Rosa , CA 95402 Southern Pomo
coastmiwok@aol.com
707-578-2233

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

List is applicable only for consultation with Native American tribes under Government Code Section 65352.3.



**LOCAL GOVERNMENT
TRIBAL CONSULTATION LIST REQUEST
NATIVE AMERICAN HERITAGE COMMISSION**



915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

Project Title: _____

Local Government/Lead Agency: _____ **Contact Person:** _____

_____ **Phone:** _____

Street Address: _____ **Fax:** _____

City: _____ **Zip:** _____

Project Location:

County: _____ **City/Community:** _____

Local Action Type:

- General Plan General Plan Element Specific Plan
 General Plan Amendment Specific Plan Amendment
 Pre-planning Outreach Activity

Project Description:

<p><i>NAHC Use Only</i></p> <p>Date Received: _____</p> <p>Date Completed _____</p>

Native American Tribal Consultation lists are only applicable for consulting with California Native American tribes per Government Code Section 65352.3.

BikeSonoma

PROMOTING BICYCLING FOR
TRANSPORTATION & RECREATION



G

PO Box 3088
Santa Rosa CA
95402-3088

707-545-0153
www.BikeSonoma.org

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March 20, 2006

Marsha Sue Lustig
City of Cotati
201 Sierra Avenue.
Cotati, California 94931

Re: City of Cotati Downtown Specific Plan Project Initial Study

Dear Ms. Lustig:

The following comments are provided by the Sonoma County Bicycle Coalition (SCBC), a non-profit organization that represents the interest of cyclists in Sonoma County.

The SCBC is a membership organization of over 700 dues-paying members. We advocate for safer and more convenient access for bike riders.

We will address our concerns to the Plan first, and then make comments to the Initial Study.

We are concerned with 6' Separated Bike path between the parked cars along Old Redwood Hwy (La Plaza to Gravenstein Highway)[Pg2:41] – approx 400yds of hwy. This is not only a dangerous design for cyclists but will also endanger pedestrians crossing from parked cars to stores and back. There is 118' of right of way. Please include in the Draft EIR Class II bike lanes along this section.

Please include appropriate and convenient bicycle parking as is described by the Association of Pedestrian and Bicycle Professionals:

<http://www.bicyclinginfo.org/pdf/bikepark.pdf>

Please include in the DEIR that bicycle parking will equal 10% of car parking.

Our comments to the Initial Study are listed by page and topic:

Page 5, topic: Project Objectives.

Please add to the principles "Convenient and accessible bicycling facilities.

Page 12, topic: Characteristics - Proposed Plan.

Under Old Redwood Highway North. Please include, as an alternative, class II 6' bike lanes along this stretch either as an addition to the proposed bicycle facilities, or instead of the proposed bicycle facilities.

Under Commerce Avenue please included the addition of bicycle lanes and the connectivity to existing bicycle facilities.

1

BikeSonoma

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Joel Woodhull

Lynn Woznicki

Under Circulation/Transportation Infrastructure Improvements we disagree that the current plan will improve or enhance bicycle transportation as it suggests removing existing class II bike lanes.

Page 25, topic: CEQA Guidance – Land Use Planning

b. Removing class II bike lanes is a conflict with the Countywide Bicycle Plan which includes existing class II bike lanes.

Page 31, CEQA Guidance – Transportation/Traffic.

d. As the drafts stand, this project will include dangerous design features for bike riders.

g. This draft conflicts with the Countywide bicycle plan. This is also applicable for the Discussion of Checklist Answers: d. and g.

Thank you for this opportunity to comment on this Initial Study.

A handwritten signature in black ink, appearing to read "Christine Culver".

Christine Culver

Executive Director

Wade Belew
PO Box 7511
Cotati, CA 94931

To: City of Cotati Planning Commission
Re: Downtown Specific Plan DEIR

Thank you for the opportunity to comment on the scope of the DEIR. As someone who has returned to a bicycle as my main source of transportation, I would like to see planning for bicycles taken seriously. Cyclist's safety is often determined by the design of the streets that we travel. Unfortunately, the recent work in the historic downtown has created the most dangerous corridor I travel.

The unsafe design of the historic downtown demonstrates that planning for bicycles requires a level of expertise and understanding beyond the staff of the Planning Department. I would urge the commission to work closely with the Sonoma County Bicycle Coalition and adopt their recommendations as the preferred or only alternatives for bikeways. This project should mesh with regional bike planning as well.

Traffic calming methods for vehicles often narrow wide streets to slow traffic. Bulbouts for pedestrian crossings constrict the street even more. The bike lane disappears altogether in front of the Co-housing community. These situations force bicyclists to merge in a lane with vehicle traffic or up on to the sidewalk, where we're statistically more likely to get hurt, let alone hurt a pedestrian. Most bicyclist like myself prefer class 2 bike lanes that dedicate space for bikes next to cars on the street.

Bicycles represent the most efficient, sustainable and healthful form of transportation available and I would encourage any planning and design that makes it a safer and more viable. People will only ride bikes through the downtown if they feel safe and can get through efficiently.

Other important concerns will be the availability of water, energy and sewer capacity for the project. The current limited drinking water supply from the Russian River is augmented by the Eel River diversion that may be reduced or eliminated. I would encourage alternative uses and sources such as rainwater catchment or graywater irrigation. Energy is also in finite supply and we should investigate maximum onsite generation from solar or other sources.

Respectfully submitted



Wade Belew

Nicole Carter

From: Chuck Levine [cjlevine@sonic.net]
Sent: Tuesday, March 21, 2006 12:56 PM
To: info@ci.cotati.ca.us
Subject: Downtown Specific Plan

Please direct this to the appropriate party.

I understand traffic flow has been addressed in the Downtown Specific Plan. However, I am a Cotati resident living south of the downtown area. My commerce is generally north of the downtown area and there are no Freeway 101 entrances or exits to my area south of the downtown area other than North Petaluma Blvd.

Perhaps there is not a great population level in the area say between Railroad Avenue and downtown Cotati and additional entrances and exits to 101 are not feasible. However, if there were an entrance and exit at Sierra Avenue or even Railroad, it would greatly facilitate my access to Rohnert Park and Santa Rosa commerce. Having to go through downtown Cotati does not increase my patronage of downtown businesses - I do patronize these businesses when I wish their services and it is my feeling (and I am curious if you have good hard studies on this) that traffic through Cotati of people such as myself negatively impacts the traffic situation to a significant degree through this area.

Thank you for considering this input and I would be curious as to the City's thinking on this.

Sincerely,

Charles J. Levine
8890 Lebec Lane
Cotati, CA 94931
795-1220
cjlevine@sonic.net

Nicole Carter

From: Steven Sheldon [ssheldon@sonic.net]
Sent: Tuesday, March 21, 2006 6:15 AM
To: david@parisi-associates.com
Cc: Marsha Sue Lustig
Subject: My Cotati Project

Dear David,

Marsha Sue Lustig indicated that it would be wise for me to contact you regarding my project in downtown Cotati. I own a vacant .86 acre parcel on the southeast corner of La Plaza and East Cotati Avenue. I have developing plans for this parcel for over a year - but recently had to put my planning work on hold as the City embarked on the development of its new Specific Plan.

My plans for this parcel call for approximately 8,500 sq.ft. of retail commercial space fronting on East Cotati Avenue and La Plaza - as well as 9 live/work apartments located above the ground floor commercial. This is in line with what is being proposed for the new Specific Plan. With this scenario it is essential that there be street parking on both the East Cotati and La Plaza frontages of my property.

Please let me know if I can supply you with any additional information.

Thank you,

Steven Sheldon • Architect

ssheldon@sonic.net
tel: 707•823•6331
fax: 707•823•4148
781 Dufranc Ave.
Sebastopol, CA.
95472

Nicole Carter

From: Steven Sheldon [ssheldon@sonic.net]
Sent: Tuesday, March 21, 2006 6:24 AM
To: Marsha Sue Lustig
Subject: My project

Hi Marsha Sue,

Now that I am on the record is it also necessary that I write a letter stating in more detail what I briefly covered last night. I think probably rather than the addition of a freestyle to the architectural style palette it should be called a

"green, sustainable, environmentally conscientious architecture appropriate for a Cotati of the 21 century"

maybe too many words.

I will be gone for 3 weeks beginning next week but want to keep involved in this process and would be happy to give a presentation showing examples of the style I have proposed.

Any thoughts?

Thanks for your help,

Steve

Nicole Carter

From: Marsha Sue Lustig [MSLUSTIG@ci.cotati.ca.us]
Sent: Wednesday, March 22, 2006 8:32 AM
To: cjlevine@sonic.net
Cc: nicole@cmcaplans.com
Subject: Re: Downtown Specific Plan

Thank you for your timely question. We are presently within the 30 day comment period for the City of Cotati Specific Plan Environmental Impact Report. Your comment will be responded to within the Draft EIR which will be available later this summer.

Marsha Sue Lustig

Marsha Sue Lustig
Senior Planner
City of Cotati
201 West Cotati Avenue
Cotati, CA 94931
(707)665-3638

>>> "Chuck Levine" <cjlevine@sonic.net> 03/21/06 12:56PM >>>
Please direct this to the appropriate party.

I understand traffic flow has been addressed in the Downtown Specific Plan. However, I am a Cotati resident living south of the downtown area. My commerce is generally north of the downtown area and there are no Freeway 101 entrances or exits to my area south of the downtown area other than North Petaluma Blvd.

Perhaps there is not a great population level in the area say between Railroad Avenue and downtown Cotati and additional entrances and exits to 101 are not feasible. However, if there were an entrance and exit at Sierra Avenue or even Railroad, it would greatly facilitate my access to Rohnert Park and Santa Rosa commerce. Having to go through downtown Cotati does not increase my patronage of downtown businesses - I do patronize these businesses when I wish their services and it is my feeling (and I am curious if you have good hard studies on this) that traffic through Cotati of people such as myself negatively impacts the traffic situation to a significant degree through this area.

Thank you for considering this input and I would be curious as to the City's thinking on this.

Sincerely,

Charles J. Levine
8890 Lebec Lane
Cotati, CA 94931
795-1220
cjlevine@sonic.net

5/8/2006



DEPARTMENT OF FISH AND GAME

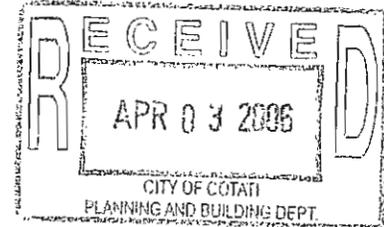
<http://www.dfg.ca.gov>

POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500



March 27, 2006

Ms. Marsha Sue Lustig
City of Cotati
201 West Sierra Avenue
Cotati, CA 94931



Dear Ms. Lustig:

Downtown Specific Plan
Highway 101/Old Redwood Highway
Cotati, Sonoma County

The Department of Fish and Game (DFG) has reviewed the document for the subject project. Please be advised this project may result in changes to fish and wildlife resources as described in the California Code of Regulations, Title 14, Section 753.5(d)(1)(A)-(G). Therefore, if you are preparing an Environmental Impact Report or an Initial Study and Negative Declaration for this project, a de minimis determination is not appropriate, and an environmental filing fee as required under Fish and Game Code Section 711.4(d) should be paid to the Sonoma County Clerk on or before filing of the Notice of Determination for this project.

Please provide a complete assessment (including but not limited to type, quantity and locations) of the habitats, flora and fauna within and adjacent to the project area, including endangered, threatened, and locally unique species and sensitive habitats. The assessment should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of the project. Rare, threatened and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380). DFG recommended survey and monitoring protocols and guidelines are available at http://www.dfg.ca.gov/hcpb/species/stds_gdl/survmonitr.shtml.

Please be advised that a California Endangered Species Act (CESA) Permit must be obtained if the project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the project. Issuance of a CESA Permit is subject to CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the project will impact CESA listed species, early consultation is encouraged, as significant modification to the project and mitigation measures may be required in order to obtain a CESA Permit.

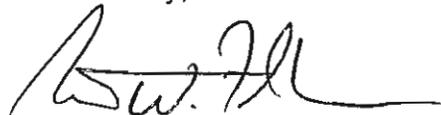


Ms. Marsha Sue Lustig
March 28, 2006
Page 2

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, DFG may require a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant. Issuance of SAAs is subject to CEQA. DFG, as a responsible agency under CEQA, will consider the CEQA document for the project. The CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. To obtain information about the SAA notification process, please access our website at www.dfg.ca.gov/1600; or to request a notification package, contact the Streambed Alteration Program at (707) 944-5520.

If you have any questions, please contact Mr. Liam Davis, Environmental Scientist, at (707) 944-5529; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. W. Floerke', written in a cursive style.

Robert W. Floerke
Regional Manager
Central Coast Region

PUBLIC UTILITIES COMMISSION

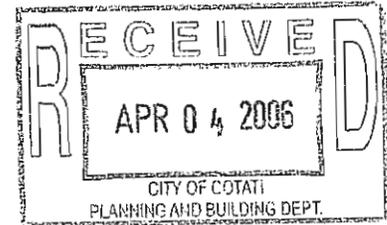
505 VAN NESS AVENUE

SAN FRANCISCO, CA 94102-3298



April 3, 2006

Marsha Sue Lustig
City of Cotati
201 W. Sierra Avenue
Cotati, CA 94931



Dear Ms. Lustig:

Re: SCH 2006032072; Downtown Cotati Specific Plan Project

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin Boles".

Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Lillian Hames, SMART



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

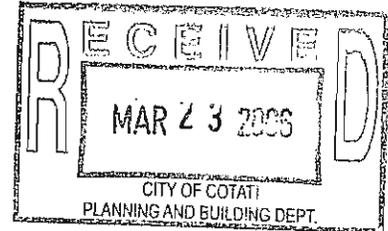


Sean Walsh
Director

Notice of Preparation

March 16, 2006

To: Reviewing Agencies
Re: Downtown Cotati Specific Plan Project
SCH# 2006032072



Attached for your review and comment is the Notice of Preparation (NOP) for the Downtown Cotati Specific Plan Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Marsha Sue Lustig
City of Cotati
201 W. Sierra Avenue
Cotati, CA 94931

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency



City Council

Tim Smith
Mayor

Vicki Vidak-Martinez
Vice-Mayor

Amie L. Breeze
Armando F. Flores
Jake Mackenzie
Council Members

Stephen R. Donley
City Manager

Daniel Schwarz
Assistant City Manager

Judy Hauff
City Clerk

Michelle Marchetta Kenyon
City Attorney

Gabrielle P. Whelan
Assistant City Attorney

Thomas R. Bullard
Director of Public Safety

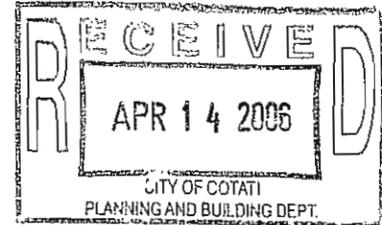
Ron Bendorff
Director of Community Development

Darin W. Jenkins
Director of Public Works /
City Engineer

Sandra M. Lipitz
Director of Administrative Services

April 13, 2006

Marsha Sue Lustig
Senior Planner
City of Cotati
201 West Sierra Avenue
Cotati, CA 94931



Subject: City of Rohnert Park Comments on Notice of Preparation for Cotati Downtown Specific Plan Environmental Impact Report

Dear Ms. Lustig:

Thank you for providing the above Notice of Preparation for our review. The following are areas that the City of Rohnert Park ("City") would like to see addressed in the Draft EIR:

The City adopted its current General Plan in 2000, and this document governs the City's development to the year 2020. The DEIR should take into account this General Plan and its associated growth.

The County of Sonoma is in the process of updating its General Plan and has completed a modeling effort for that update. To maintain consistency, the City of Rohnert Park has also updated its traffic model to reflect the County's information. The traffic analysis for the DEIR should similarly use this updated County information.

Transportation Policy TR-21 of the Rohnert Park General Plan states that the City will work with area communities, including the City of Cotati, to plan and implement selected improvements necessary to mitigate impacts of increased traffic congestion on major roads and intersections in Pengrove and on East Cotati Avenue (Pages 4-22 and 4-23 of the Rohnert Park General Plan). This presupposes that a plan will be in place that will identify the needed improvements and allocate fair share responsibility for funding to each community. We would expect the DEIR to include similar wording reflecting the City of Cotati's commitment to this as a mitigation measure for any impacts created.

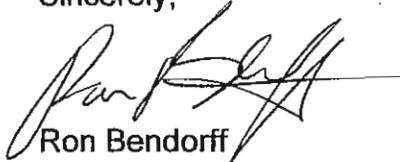
Water and sewer capacity to serve new development is a critical concern, particularly given the limited water resources available to Sonoma County communities. A complete analysis of present and future water and sewer system needs and the availability of resources and facilities required to adequately serve the development should be included in the DEIR. The water analysis should evaluate future needs against contractual agreements with water providers and users, storage capacity, and, if applicable, groundwater usage.

Regional air quality impacts from proposed development should be assessed in the DEIR and appropriate mitigation recommended.

The solid waste disposal needs of the development should be assessed and the needed facilities to meet these needs should be identified in the DEIR. Increased opportunities for reuse and recycling should be considered to address any perceived impacts.

Again, thank you for the opportunity to comment on this document. Should you have any questions, please feel free to contact me at (707) 588-2231.

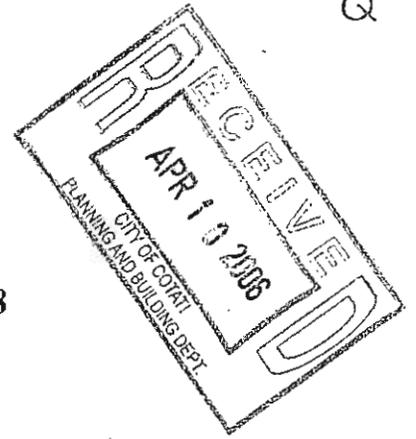
Sincerely,



Ron Bendorff
Director of Community Development

Cc: City Councilmembers (5)
Planning Commissioners (5)
Stephen R. Donley, City Manager
Daniel Schwarz, Assistant City Manager
Michelle Kenyon, City Attorney
Gabrielle Whelan, Assistant City Attorney
Darrin Jenkins, City Engineer

ARCH'S GLASS
8079 LA PLAZA
COTATI, CA 94931
(707) 795- 6976 - (707) 795-2629 Fax
CA. CONTRACTORS LICENSE # 647838



April 5, 2006

City of Cotati
201 W. Sierra Ave.
Cotati, CA 94931

FILE COPY

Attn: Planning Department

Re: Downtown Specific Plan

Our family owns and operates Arch's Glass located on the corner of Old Redwood Hwy & La Plaza. We are in our 42nd year of doing business in Cotati, 35 of which has been done at our present location. We are one of the oldest businesses on the Plaza.

We have concerns with the city wanting to change the traffic flow, i.e. Roundabout, from Old Redwood Hwy on to La Plaza. The heavy flow of traffic will be detrimental to our business.

The same traffic flow was tried in the 70's. It failed. There are many more cars, trucks, buses, etc If it didn't work then, how will it work now?

Customers generally park across the street and will have a difficult time crossing to get into our business. The unloading of our vendor trucks, loading our trucks and parking will become virtually impossible.

At this time, La Plaza is a quiet side street; easy to do business and convenient for our customers to drop off and pick up their orders. It is also easy for our vendors to deliver our merchandise.

Will the EIR Report include the kind of impact this traffic flow will have on existing businesses?

Will we receive in writing a statement that will Grandfather us in, or will we receive a Notice that we have a non-conforming business and have 30 days to relocate?

Our present location has worked for 3 ½ decades and we would like to think the City would take this into consideration and that our business will be protected for many years to come.

Sincerely,

A handwritten signature in black ink that reads "Rick Stewart". The signature is written in a cursive style with a large initial "R" and a long horizontal stroke at the end.

Rick Stewart, Mgr.

**cc: Cotati Chamber of Commerce Members
City Council Members
Mayor & Vice Mayor
Cotati City Manager**



Alan C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA



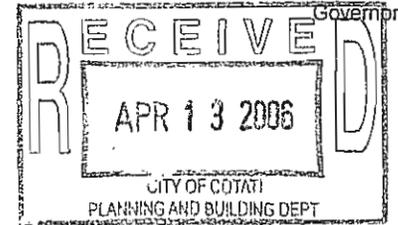
Department of Toxic Substances Control

Maureen F. Gorsen, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721



Arnold Schwarzenegger
Governor

April 12, 2006



Ms. Marsha Sue Lustig
City of Cotati
201 West Sierra Avenue
Cotati, California 94931

Dear Ms. Lustig:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) (SCH# 2006032072), for the Downtown Cotati Specific Plan Project draft Environmental Impact Report (EIR), Cotati, California. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8.

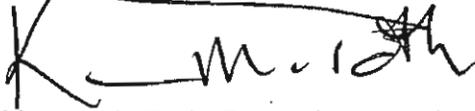
The Notice of Preparation indicates that there is a proposed change in land use. Please be aware that properties that were once agricultural, commercial, or industrial could potentially be contaminated with hazardous substances from past activities. DTSC recommends that you include a more detailed description of the past uses of the properties in the EIR to determine whether hazardous materials may have been released. Based on the historical assessment, we strongly recommend that sampling be conducted to determine whether hazardous substances are present at levels which would need to be addressed as part of any development. If hazardous substances have been released, they will need to be addressed as part of this project. The remediation activities would then need to be addressed in the California Environmental Quality Act (CEQA) compliance document.

For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site.

Ms. Marsha Sue Lustig
April 12, 2006
Page 2

Please contact Katharine Hilf at (510) 540-3817 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "K. M. Toth". The signature is written over a horizontal line that has been drawn through the text "Sincerely,".

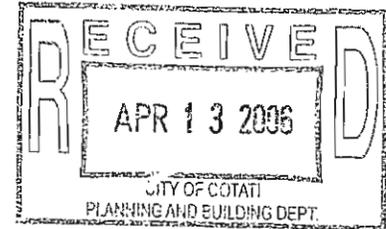
Karen M. Toth, P.E., Unit Chief
Northern California - Coastal Cleanup Operations Branch

cc: Governors Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Guenther W. Moskat
CEQA Tracking Center
Department of Toxic Substances Control
1001 "I" Street, 22nd Floor
P.O. Box 806
Sacramento, California 95812-0806

April 12, 2006

Ms. Marsha Sue Lustig
Senior Planner
City of Cotati
201 West Sierra Avenue
Cotati, CA 94931



Re: Downtown Specific Plan Project

Dear Ms. Lustig:

Thank you for the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report for the proposed Downtown Specific Plan Project. PG&E has the following comments to offer.

1. PG&E owns and operates gas and electric facilities located within the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.
2. Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.
3. Relocation's of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.
4. We would also like to note that continued development consistent with your General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

5. Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.
6. We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.
7. We also encourage the City of Cotati to include information about the issue of electric and magnetic fields (EMF) in the Draft Environmental Impact Report. It is PG&E's policy to share information and educate people about the issue on EMF.

Electric and Magnetic Fields (EMF) exist wherever there is electricity—in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the U.S. Environmental Protection Agency, the California Department of Health Services, and other groups will be sent to you. Enclosed please find a copy of our EMF Bill Insert.

8. PG&E remains committed to working with City of Cotati to provide timely, reliable and cost effective gas and electric service to your Downtown Specific Plan Project. Please contact me at (707) 577-7072 if you have any questions regarding our comments. We would also appreciate being copied on future correspondence regarding this subject as this project develops.
9. The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Sincerely,



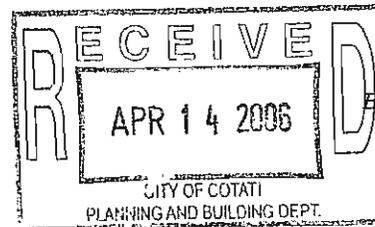
Brad Harris
Land Agent

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
J. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929



Flex your power!
Energy efficient!



April 12, 2006

SON101950
SON-101-12/13.5
SCH # 2006032072

Ms. Marsha Sue Lustig
City of Cotati
201 W. Sierra Avenue
Cotati, CA 94931

Dear Ms. Lustig:

Downtown Cotati Specific Plan – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the environmental review process for this project. We have reviewed the NOP and have the following comments:

Traffic Impact Study (TIS)

A Traffic Impact Study should be prepared to assess what impacts the Specific Plan will have on US 101 and State Route (SR) 116. The study should include but not be limited to evaluating the following scenarios:

1. Existing Conditions – Current year traffic volumes and peak hour Level of Service (LOS) analysis of US 101, SR 116 as well as affected ramps and intersections.
2. Proposed Specific Plan Only with Select Zone Analysis – Trip generation and assignment for Specific Plan build-out. “Select zone” analysis represents a project only (in this case the proposed Specific Plan components) traffic model run, where trips are distributed and assigned along a loaded highway network. This procedure isolates the specific impact on the highway network.
3. Cumulative Conditions (Existing conditions plus other approved and pending projects without Specific Plan projects) - Trip assignment and peak hour LOS analysis. Include current land uses and other pending projects.
4. Cumulative Conditions Plus Specific Plan Build-out - Trip assignment and peak hour LOS analysis. Include current land uses and other pending projects. Include proposed Specific Plan projects and other pending projects.

5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to circulation solutions that do not rely on increased highway construction. Consideration should be given to phasing the Specific Plan with transportation improvements in order to maintain acceptable levels of service on affected transportation facilities.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring. This includes a discussion of fair share contributions to fund future improvements on US 101.

We recommend using the Department's Guide for the Preparation of Traffic Impact Studies for determining which scenarios and methodologies to use in the analysis. It is available at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

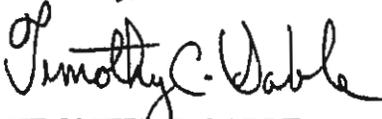
Encroachment Permit

US 101 and SR 116 are in the immediate vicinity of the Specific Plan area. An encroachment permit will be required from the Department for any work or traffic control to be carried out within State right of way (ROW). To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW to the following address:

Sean Nozzari, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call or email Ina Gerhard of my staff at (510) 286-5737 or ina_gerhard@dot.ca.gov.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: State Clearinghouse



California Regional Water Quality Control Board North Coast Region

William R. Massey, Chairman



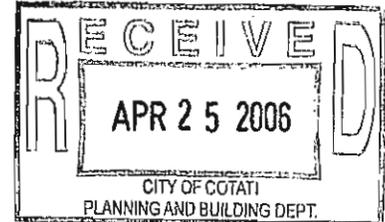
Dan Skopec
Acting Secretary

www.waterboards.ca.gov/northcoast
5550 Skylane Boulevard, Suite A, Santa Rosa, California 95403
Phone: (877) 721-9203 (toll free) • Office: (707) 576-2220 • FAX: (707) 523-0135

Arnold
Schwarzenegger
Governor

April 20, 2006

Ms. Marsha Sue Lustig
City of Cotati
201 W. Sierra Avenue
Cotati, CA 94931



Dear Ms. Lustig:

Subject: Request for Comments on the Notice of Preparation for the Proposed Downtown Cotati Specific Plan Project Draft Environmental Impact Report, Sonoma County (SCH No. 2006032072)

File: City of Cotati General

Thank you for sending us information on the project referenced above. Your letter contained a cover sheet requesting our input on permitting required by this agency. Unfortunately, your request did not contain enough project specific information to enable us to respond to your questions. There was no preliminary analysis of project impacts to surface waters, ground waters and wetlands. Therefore, we will withhold all specific comments until we receive a document that has a complete project description, an evaluation of potential impacts to the environment (CEQA environmental checklist form), suggested mitigation measures, and any pre- and post-construction Best Management Practices (BMPs) needed to avoid and minimize potential impacts to water quality.

The following summarizes project permits that may be required by our agency depending upon potential impacts to water quality:

Water Quality Certification (401 Certification) – Permit issued for activities resulting in dredge or fill within waters of the United States (including wetlands). All projects must be evaluated for the presence of jurisdictional wetlands and other Waters of the State. Destruction of or impacts to these waters should be avoided. Under the Clean Water Act Section 401 and 404, disturbing wetlands requires a Corp permit and a State 401 permit. To determine whether wetlands may be present on any proposed construction site, please contact Jane Hicks at the U.S. Army Corps of Engineers in San Francisco at (415) 977-8439. If wetlands are present, please contact John Short from our office at (707) 576-2065 for a 401 Permit.

Waste Discharge Requirements (WDRs) or a Conditional Waiver of WDRs – Under authority of the California Water Code, the Regional Water Board may issue WDRs for any project, which discharges or threatens to discharge waste to Waters of the State. Projects that cause disturbance to Waters of the State (including any grading activities within stream courses) require permitting

California Environmental Protection Agency

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by the Regional Water Board. The Regional Water Board may also require permits for discharges of post-construction storm water runoff.

General Construction Activity Storm Water Permit -- Land disturbances on proposed projects of one acre or more require a construction storm water permit. As the land disturbance will be in excess of one acre, the owner of the property will need to apply for a General Construction Activity Storm Water Permit prior to the commencement of activities on site. The owner may call our office to receive a permit package or download it off the Internet at www.waterboards.ca.gov.

If you have any questions or comments regarding this matter please contact me at (707) 576-6711 or by email at MJensen@waterboards.ca.gov.

Sincerely,



Michelle Jensen
Environmental Specialist, Intern

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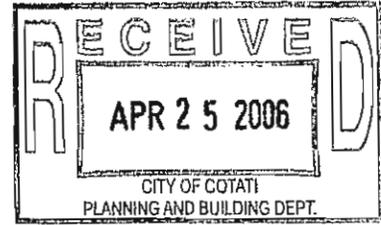
cc: Mr. Scott Morgan, State Clearinghouse, Office of Planning and Research, P.O. Box 3044, Sacramento, CA 95812-3044

James Hummer & Associates, Inc

703 SECOND STREET, SUITE 200 • SANTA ROSA, CALIFORNIA 95404-6502
(707) 526-1888 FAX (707) 526-1129

✓

April 20, 2006



Marsha Sue Lustig
Senior Planner
City of Cotati Planning Department
2201 West Sierra Avenue
Cotati, CA 94931-4117

Re: 855 Richardson Lane, Cotati, CA (Assessor's Parcel No. 144-120-018)

Dear Marsha Sue,

This letter is in follow-up to our conversation at the Planning Department last week regarding property owned by Mr. Paul Bigelow at 855 Richardson Lane. We would like to thank you for your assistance last week and request that City staff consider a land use change on Mr. Bigelow's property with the General Plan Update.

The property presently has a Rural Residential land use designation on the General Plan Map. We would like to request that this property be changed to the Low Density Residential land use designation. Please let us know if we should be contacting other surrounding property owners to see if they are also interested in changing their land use designation or whether any additional information needs to be provided.

Mr. Bigelow would also like to have his name added to the General Plan Update notification list. His address is shown below:

Mr. Paul Bigelow
1275 Fourth Street
Santa Rosa, CA 95404

*Added to list
4/25/06*

Thank you again for your time and assistance on this matter. Please let us know if there is anything else that we should be doing on this General Plan Update land use designation request at the present time.

Sincerely,

Jerry Duggan

c. Paul Bigelow