



3.7 LAND USE AND PLANNING

This section describes existing land uses found within the proposed project study area, evaluates the proposed project's consistency with relevant land use and planning documents and policies, analyzes the project's potential impacts on land use and local planning codes, and identifies potential mitigation measures to reduce those impacts. The proposed project study area includes ¼ mile on both sides of the railroad right-of-way.

3.7.1 Regulatory Setting

The regulatory setting is based on the information that was available in 2008 when the March 9, 2009 DEIR was under preparation.

The proposed project was evaluated for consistency with the following adopted land use plans and policy documents governing the study area that were reviewed.

- Mendocino County General Plan (1981)
- County of Mendocino Regional Transportation Plan (2005)
- Vision 2020: City of Willits General Plan Revision (1992)
- City of Ukiah General Plan-Growth Management
- Sonoma County Comprehensive Transportation Plan (2004)
- Sonoma County General Plan (1989, revised 1998)
- Countywide Transportation Plan for Sonoma County (2001)
- Cloverdale General Plan Policy and Program Document (1993)
- City of Healdsburg General Plan Policy Document (1987, revised 2004)
- Town of Windsor General Plan (1996, revised 2005)
- City of Santa Rosa 2020 General Plan (2002)
- City of Rohnert Park General Plan (2000)
- City of Cotati General Plan (1998, Housing Element revised 2003)
- City of Petaluma General Plan (1987, revised 2005); Central Petaluma Specific Plan, (2003)



- Marin Countywide Plan (1994, revised 2007)
- City of Novato General Plan (1996, revised 2003)
- City of Novato Downtown Specific Plan Novato Downtown Specific Plan (1998, revised 2001)
- Napa County General Plan (1983, Land Use Element revised 2002)
- Metropolitan Transportation Commission Mobility for the Next Generation: Transportation 2030 Plan for the San Francisco Bay Area (2005)

3.7.2 Environmental Setting

The environmental setting is based on the information that was available in 2008 when the March 9, 2009 DEIR was under preparation.

3.7.2.1 *Overview of Existing Land Use Patterns*

The rail line is an existing railroad that has provided rail service dating back to the early 1900's. From Willits, the line runs southward generally following Highway 101 through the towns of Ukiah, Hopland, Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati, Petaluma, and Novato. South of Novato, the line runs eastward near the shore of San Pablo Bay, over the Petaluma River, past Black Point, past the old station at Shellville, over the Napa River, and terminates in Lombard north of the city of American Canyon. A map of the rail line is shown in Figure 2-1.

3.7.2.2 *Land uses Along NWP Right-of-Way*

The following section summarizes land uses within the study area.

Mendocino County

The total land area of Mendocino County consists of 2,246,000 acres (3,510 square miles). It is naturally bounded on the west by the Pacific Ocean and on the east mainly by the mountainous divide between the North Coastal Basin and the Sacramento River Basin, with the width varying from 35 to 60 miles. The county extends approximately 80 miles north to south (Point No Pass to the Gualala River, or Hammerhorn Ridge to the Geysers).



Mendocino County contains a wide variety of vegetation, including conifer forests, chaparral, woodlands, grassland-meadow, riparian, marsh and coastal scrub (Mendocino County General Plan, 1981). The coastal terrace area and inland river valleys contain the major population settlements, rural residential subdivisions, and agricultural uses. Timber production, grazing, and sparse rural residential development characterize the Coast Range. Other inland areas are largely mountainous and forested, with only limited population centers.

At present, the County remains largely rural with about 65 percent of the population located in unincorporated Mendocino County and the remainder living in the cities of Ukiah, Fort Bragg, Willits and Point Arena. The Cities of Willits and Ukiah includes part of the railroad right-of-way, as do the unincorporated communities of Ridge, Redwood Valley, and Hopland (Mendocino County General Plan Update Background Report, January 2003).

The following is a summary of land uses in the study area within Mendocino County derived from city and county general plans.

- Figure 3.7-1a shows land use for the City of Willits. The predominant land use within the study area is general industrial, general commercial, low-density residential, and medium-density residential.
- Figure 3.7-1b shows land use for the City of Ukiah, the county's largest city, the Ukiah Valley, and a part of the unincorporated County of Mendocino. The predominant land uses within the study area include parkland and open space, industrial, commercial, mixed uses, and urban residential.
- Figure 3.7-1c presents land use information for Mendocino County. The predominant land use along the rail line is range land, agricultural, rural residential, remote residential, and open space.

Sonoma County

Sonoma County is the largest of the nine San Francisco Bay Area counties, encompassing 1,016,395 acres. In 2000, 92,923 acres (approximately nine percent of the total land area) were identified as urban land and 923,472 acres (91 percent) were non-urban land (ABAG, 2000). Sonoma County includes a diverse mixture of landforms and environments, including rolling hills, flat plains, coastal prairies, oak woodlands and



redwood and mixed conifer forests. The Santa Rosa Plain lies in the center of the county between the Sonoma Mountains to the east and low coastal hills to the west.

Sonoma County has several cities with well-defined boundaries that are dispersed along the rail line. Many of these communities developed and grew around the historic rail stations and along the railroad track. The incorporated local jurisdictions in the study area include: Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati and Petaluma. The unincorporated community of Geyserville is also located within the NWP project corridor.

The following is a summary of land uses within Sonoma County derived from city and county general plans.

- Figure 3.7-1d presents land use information for the City of Cloverdale. Land uses within the study area are dominated by general industry and commercial developments, medium- to high-density residential, and low-density residential.
- Figure 3.7-1e presents land use information for the County of Sonoma within the Cloverdale area. Land use within the study area includes primarily land-intensive agriculture and resources and rural development.
- Figure 3.7-1f presents land use information for the City of Healdsburg. Land uses within the study area include low to medium density residential, mixed use, downtown and service commercial and medical, and heavy industrial.
- Figure 3.7-1g presents land use information for the town of Windsor. Land uses within the study area include mobile home park, village residential and low-density residential, cemetery/school/waste water treatment plant, gateway commercial, and light and heavy industrial.
- Figure 3.7-1h presents land use information for the County of Sonoma between Healdsburg and Windsor. Land use within the study area is primarily diverse agriculture.
- Figure 3.7-1i presents land use information for the City of Santa Rosa. Land uses within the study area are dominated by single-family to multi-family residential, office and business, and some light and heavy industrial.



- Figure 3.7-1j presents land use information for Sonoma County around the City of Santa Rosa. Land uses within the study area within the county are dominated by agriculture, general commercial use, and rural residential.
- Figure 3.7-1k presents land use information for the City of Rohnert Park. Land uses within the study area are largely designed by three categories: urban residential, general commercial, and general industrial.
- Figure 3.7-1l presents land use information for the City of Cotati. The NWP corridor traverses a small part of the city in the east, with land uses in the study area that include neighborhood low density, specific plan-Santero Way, with small patches of neighborhood medium density, neighborhood urban, and commercial east Cotati corridor.
- Figure 3.7-1m presents land use information for the County of Sonoma surrounding Cotati and Rohnert Park. Land use within the study area is primarily rural residential and general commercial.
- Figure 3.7-1n presents land use information for the City of Petaluma. Land uses within the study area within the City of Petaluma include public parks, flood plains, mixed use, river dependent industrial, special commercial, urban diversified, and industrial.
- Figure 3.7-1o presents land use information for Sonoma County surrounding the city of Petaluma. Land use within the study area south of Petaluma is primarily land extensive agriculture.
- Figure 3.7-1p presents land use information for Sonoma County in the Sonoma Valley. Land use within the study area is primarily agriculture and open space.

Marin County

Marin County is one of the nine counties that are adjacent to the San Francisco Bay area. It is linked to San Francisco by the Golden Gate Bridge and to the east bay via the Richmond-San Rafael Bridge. Marin County's total area is approximately 606 square miles (335,380 acres), of which about 87 percent (527 square miles) are unincorporated. Approximately 14 percent (47,565 acres) are urban land uses and 287,995 acres (86 percent) were non-urban land in 2000 (ABAG, 2000). The majority of development in Marin County is located in the eastern portion of the county along the



rail line. The western portion of the county includes large expanses of state and federal protected lands, and open space (SMART, June 2006).

The following is a summary of land uses within Marin County derived from city and county general plans.

- Figure 3.7-1q presents land use information for Novato, the only incorporated local jurisdiction along the alignment within Marin County. Land use within the study area is agriculture, commercial, single family residential, multi-family residential, and open space.
- Figure 3.7-1r presents land use information for the County of Marin surrounding the City of Novato. Land uses within the study area are largely agriculture, mix-use, and residential.

Napa County

Napa County is located at the southern terminus of the rail line and is bordered by Lake County to the north; Solano County and San Pablo Bay to the south, Yolo County to the east and Sonoma County to the west. The major urbanized cities of San Francisco and Oakland lie to the southwest and south (respectively) of Napa County.

There are five incorporated cities in Napa County: American Canyon, Calistoga, Napa, St. Helena and the Town of Yountville. No incorporated areas are located within the study area. Figure 3.7-1s presents land use information for Napa County within the study area. Land use is dominated by agriculture, watershed, and open space, and industrial / public institutional (Napa airport) near Lombard.

3.7.3 Impacts and Mitigation Measures

This section describes the potential environmental impacts associated with the proposed project related to land use in the proposed project area. A description is provided of the criteria used to determine the level of significance for potential impacts. Mitigation measures are described for any impacts that are considered to be potentially significant.



3.7.3.1 *Significance Criteria*

The proposed project would have a significant impact on land use if it:

- Physically divides an established community through the construction of a physical barrier or structure;
- Conflicts with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect;
- Conflicts with any applicable HCP or NCCP;
- Converts prime farmland, unique farmland, or farmland of statewide importance, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflicts with existing zoning for agricultural use, or a Williamson Act contract;
- Involves other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use; or
- Displaces substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

3.7.3.2 *Impact Assessment Methodology*

Impacts on land uses within the proposed project area were assessed by determining whether operations, rehabilitation activities at Bakers Creek Foss Creek and the Black Point Bridge, construction of the new siding, or minor routine repairs during operations exceed the land use significance criteria outlined above.

In the following section, each impact statement is followed by a policy-by-policy analysis with individual conclusions about consistency. This consistency analysis is presented to assist decision-makers in their formal determinations of the project's consistency.

Two types of consistency statements are made in the analysis below: "consistent" or "inconsistent". Project consistency would occur when the project, or the project plus mitigation measures as described in other chapters of this document, would be in agreement with the policy to which it is being compared. An identification of



"inconsistent" is made to alert decision-makers where an interpretation of the policy must be made and a final determination of consistency or inconsistency should be declared.

The following discussion analyzes the consistency of the proposed project with relevant land use policies pertaining to specific CEQA required resource areas (i.e. Transportation, Air Quality, Noise, Natural Resources, etc.); each resource area to be evaluated includes citations to the relevant General Plan. Policies considered non-applicable (i.e., related solely to the merits of the project) are excluded from this consistency analysis. General Plans for Mendocino, Napa, Sonoma, and Marin counties are herein referred to by "CGP".

Applicable Goals and Policies From the Adopted Plans Related to Transportation

Mendocino County General Plan (1981)

LU Policy 7-1g: Industrial sites should be located near existing transportation systems and utility services.

LU Policy 7-1h: Promote the provision of an adequate transportation system to serve the resource-based industries of the County.

County of Mendocino Regional Transportation Plan (2005)

The Regional Transportation Plan cites rail transportation as a vital component of the region's balanced multi-modal transportation system. The emphasis of rehabilitating the rail line and striving for an acceptable LOS to the region continues to be a long-range goal for railroads in Mendocino County. The Rail Transportation Element of the Regional Transportation Plan further states as its guiding goal to establish and maintain a fully operational rail transportation system connecting Mendocino County to interregional, state and national rail system service; providing safe and efficient access for freight and passenger movement.

Vision 2020: City of Willits General Plan Revision (1992)

Policy 2.280 of the Circulation Element directs the City to encourage continuation and expansion of passenger, tourist and freight rail service, including the Northwestern Pacific and Eureka Southern freight lines and the Skunk Train.



City of Ukiah General Plan-Growth Management Program (1995, revised 2004)

Goal CT-10, Policies CT-10.1 and CT-10.2 direct the City of Ukiah to work with the railroad operator, as well as planning and transit agencies, to help define and develop integrated transportation corridors; and, develop design standards that facilitate transit use and transportation systems along transportation corridor (including rail) in the Ukiah Valley.

Goal CT-15 directs the City to encourage multiple use of the rail lines into and through the Valley.

Policy CT.2 encourages continued freight service on the rail lines.

Sonoma County Comprehensive Transportation Plan (2004)

The Plan cites the need for Sonoma County to ensure that the track and right-of-way is used in a way that is economical, efficient and meets the greatest needs. It includes goals that support an effective, efficient and convenient passenger and freight rail system along the rail line.

Sonoma County General Plan (1989, revised 1998)

Objective CT-1 calls for the design and implementation of a circulation and transit system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and achieve the land use plan of city-centered growth and limited growth in rural areas.

Policy CT-3h: Oppose abandonment of freight service, but if service from Sonoma County northward is abandoned and the right-of-way is to be disposed of, acquire it for future use as alternative transportation.

Policy CT-3i: Resolve the future use of the railroad right-of-way for public transportation purposes in cooperation with corridor communities so that an integrated and mutually supportive set of transportation projects may be defined for Sonoma and Marin Counties.



Countywide Transportation Plan for Sonoma County (2001)

The Plan cites the need for Sonoma County to ensure that the track and right-of-way is used in a way that is economical, efficient and meets the greatest needs. The Plan further states that commute, freight and tourism services would create a symbiotic relationship that will ensure a solid economic base for the system as well as meeting a number of different needs. The Plan estimates that by increasing the freight traffic on the rail line would result in fewer trucks on the County's highways, with about 3,000 trucks a week being taken off of Highway 101 (US 101) by implementing a fully operational rail freight system.

Cloverdale General Plan Policy and Program Document (1993)

The Circulation Element of the Cloverdale General Plan calls for implementation of passenger rail service on the railroad right-of-way, increasing existing bus transit services and developing new bus transit services, and planning new residential and commercial development to fully accommodate, enhance, and facilitate public transit including pedestrian and bicycle access to transit.

City of Healdsburg General Plan Policy Document (1987, revised 2004)

Goal E of the Land Use Element directs the City to provide for convenient transit facilities in the community and appropriate and complementary land uses adjacent to designated transit facility sites.

Policy #1 indicates that sufficient land needs to be designated in the General Plan for transit facilities including bus stations, rail stations, and park-and-ride lots.

Policy #3 under Goal I-E designates the historic railroad depot as the "center" of Healdsburg.

Goal IV-E of the Transportation Element, the City is to maintain coordinated transportation system, including efficient bus service and rail transit that provides an effective alternative to private automobile use.



Town of Windsor General Plan (1996, revised 2005)

The Town of Windsor General Plan states that the railroad right-of-way could be used to provide directional peak period rail service between Windsor and Larkspur. Freight operations could be accommodated during evening hours and excursion trains could be accommodated on weekends.

City of Santa Rosa 2020 General Plan (2002)

Goal T-I of the Transportation Element of the General Plan calls for supporting the development and implementation of rail service along the railroad right-of-way. The General Plan also states that the introduction of commuter rail service could partially reduce traffic congestion created by workers traveling to Santa Rosa.

Policy T-1-1 supports implementation of rail service along the railroad right-of-way.

Policy T-1-2 calls for zoning land in close proximity to potential rail stations for high density residential and/or mixed-use development.

City of Rohnert Park General Plan (2000)

The City of Rohnert Park General Plan cites previous studies that consider the introduction of commuter rail service on the NWP right-of-way as a strategy to alleviate existing and projected traffic congestion along US 101.

City of Cotati General Plan (1998, Housing Element revised 2003)

The City of Cotati 1998 General Plan Update identified the need to implement passenger rail service on the railroad right-of-way.

City of Petaluma General Plan (1987, revised 2005); Central Petaluma Specific Plan, (2003)

Objective 1, Goal 3, and Policy 1.1 of the Central Petaluma Specific Plan calls for implementation of passenger rail service on the railroad right-of-way, renovation of the historic train depot to a rail station, construction of a bus transit mall on Copeland Street, and development of high density office, retail and residential uses in the area immediately surrounding the historic train depot.



Marin Countywide Plan (1994, revised 2007)

GP7: Provide efficient and effective transportation.

CD-5.c: Maintain Traffic Levels of Service. Cooperate through the proposed City-County Planning Committee to coordinate the pace of development with the provision of alternative transportation system capacity. Modify land use designations; provide capital improvements and transit services as necessary to maintain traffic LOS standards for Highway 101 and other routes of regional significance.

TR-3.2: Support Regional Transit Initiatives. Promote rail service on the Northwestern Pacific Railroad right-of-way, a multi-use pathway that generally follows the rail corridor; expanded regional ferry service; and enhanced regional express bus services.

TR-3.d: Join in Regional Transit Initiatives. Participate in planning for rail transportation through SMART, ferry service enhancements through the Water Transit Authority, and other regional transit expansion initiatives.

GOAL TR-4: Protection of Environmental Resources. Minimize environmental disruption and energy use related to transportation.

TR-4.1: To coordinate transportation and land use planning, and to provide effective public transit services which reduces dependence on automobiles, thereby reducing traffic congestion and emission of air pollutants.

Policy CD-1.1: Stresses the need to improve traffic LOS on County roadways, particularly on the US 101 corridor. The Plan's Transportation Element recommends the establishment of rail transportation service on the railroad right-of-way between Marin and Sonoma counties.

Objective T-1: Efficient Movement of People and Goods. "To have a countywide transportation system that provides for the efficient movement of people and goods and also offers an adequate range of alternate modes of transportation services for the people of Marin County."



City of Novato General Plan (1996, revised 2003)

The City of Novato General Plan recognizes the significance of the railroad right-of-way for transit service.

TR Program 17.1(Policy 15.5) calls for exploring the development of multi-modal transit facilities along railroad corridor.

Section 4.3.1 of the Infrastructure Element of the Downtown Specific Plan cites the need for "Multiple Use" of the railroad right-of-way.

Policy CP 17 (1) directs the city to work with NCRA and the railroad operator to allow multiple use of their railroad corridor, either on a temporary or permanent basis, to preserve "long term options for public transit.

City of Novato Downtown Specific Plan (1998, revised 2001)

TR Program 17.1(Policy 15.5) calls for exploring the development of multi-modal transit facilities along railroad corridor.

Section 4.3.1 of the Infrastructure Element of the Downtown Specific Plan cites the need for multiple use of the railroad right-of-way.

Policy CP 17 (1) directs the City to work with NCRA and the railroad operator to allow multiple use of their railroad corridor, either on a temporary or permanent basis, to preserve long term options for public transit.

Napa County General Plan (1983, Land Use Element revised 2002)

Planning Goal 5: To encourage the use of the existing rail in Napa County for the transport of goods and products.

Policy Guideline 5a. The County should support all efforts to maintain and upgrade trackage in Napa County.

Policy Guideline b. All rail lanes and rights-of-way should be reserved for future transportation needs.



Policy Guideline 5c. Maximize opportunities for rail freight service, industrial development which may be served by rail should be concentrated in American Canyon area on sites accessible to the railroad.

Policy Guideline 5d. Monitor the availability of railroad lines. Abandoned rights-of-way should be considered for use as pedestrian and bicycle paths.

Metropolitan Transportation Commission Mobility for the Next Generation: Transportation 2030 Plan for the San Francisco Bay Area (2005)

The 2030 Plan offers three objectives:

- Identify key improvements in the surface transportation system where public investment can help the freight industry;
- Identify long-term capacity issues associated with cargo movement through airports and seaports;
- Collaborate with the private sector to best leverage both public and private financial resources to improve freight-related infrastructure.

Consistent. Many of the city and county general plans specifically cite a need to incorporate rail service within the transportation infrastructure to transport goods, provide services, and reduce dependence on vehicles. Accordingly, the proposed project is consistent with applicable local land use policies.

Protection of Streams Defined as Blue Lines on USGS Quad Maps and Riparian Vegetation (Marin CGP Policy EQ-2.12, 2.2; Napa CGP 1.2 Con-1, 6). Perennial and intermittent streams, which are defined as natural watercourses shown as solid or dashed blue lines on the most recent appropriate USGS quad sheet, may be subject to County stream and creekside protection policies. A perennial stream is further defined as: *a watercourse that flows throughout the year (except for infrequent or extended periods of drought), although surface water flow may be temporarily discontinuous in some reaches of the channel such as between pools.* At the time of a site specific development application, the County may evaluate impacts on riparian vegetation, when the riparian vegetation extends beyond the Streamside Conservation Zone, and incorporate measures to protect the riparian vegetation into the project design.



Consistent. As discussed in Section 3.2, “Biological Resources,” the proposed project would not adversely impact streams and associated riparian vegetation with the mitigation measures listed in Section 3.2 incorporated.

Reduce Surface Runoff (Marin CGP Policy EQ-2.19). Surface runoff rates in excess of pre-development levels should not be allowed where a new problem will be created or where the runoff will exacerbate an existing problem.

Consistent. As discussed in Section 3.11, “Water Resources,” the proposed project with the prescribed mitigation measures would not result in a substantial increase of stormwater runoff rates above existing levels. The proposed project shall comply with the NPDES permit process, including preparation of SWPPPs with BMPs, as well as a Streambed Alteration Agreement from the CDFG and the WDRs from the RWQCB as appropriate for proposed project activities. NCRA shall implement procedures, BMPs, and monitoring programs as described in Section 3.6, Hazardous Materials. Accordingly, the proposed action is consistent with applicable local land use policies.

Protection of Watersheds, Aquifer Recharge Areas, and Natural Drainage Systems (Marin CGP Policy EQ-2.28 through 2.29; Napa CGP 1.10 Con-44; Napa CGP Goal Con-13; Napa County SAF-25). High priority should be given to the protection of watersheds, aquifer-recharge areas, and natural drainage systems in any consideration of land use. The effect of upstream development on downstream land uses should be examined during project review. The following issues should be considered:

- increase in surface runoff;
- potential for erosion;
- corresponding increase in downstream sedimentation;
- decrease in water quality.

Consistent. As discussed in Section 3.11, “Water Resources,” the proposed project would have no significant impacts on any aquifer recharge areas or onsite water wells. The proposed project is to re-establish a rail operation that doesn’t involve direct water consumption. With the mitigation measures prescribed in Section 3.11, project related impacts associated with protection of watersheds, and natural drainage systems are



reduced to less-than-significant. Accordingly, the proposed project is consistent with applicable local land use policies.

Avoid Sites with Poor Soil Conditions or Seismically Active (Marin CGP Policy EQ-2.63). Any development (within the watershed areas) proposed for sites that have poor soil conditions for construction or that are seismically active should be designed to minimize:

- earth disturbance;
- erosion;
- water pollution;
- hazards to public safety.

Consistent. As described in Section 3.4, “Geology, Soils, and Seismicity,” the prescribed mitigation measures involve design measures to withstand the effects of seismic-related hazards and reducing geology and soils impacts to less than-significant levels. Accordingly, the proposed project is consistent with applicable local land use policies.

Reduce Air Quality Impacts of Projects (Marin CGP Policy EQ-2.75 and 2.78; Napa CGP Goal Con-17). The county shall adhere to the federal or state air quality standards, whichever are more stringent, for management of locally generated pollutants.

Consistent. As discussed in Section 3.1, “Air Quality,” the proposed project will either result in a decrease or will not exceed any air criteria pollutant significance thresholds. Localized TAC impacts to sensitive receptors will not result in a significant health risk. The proposed project will result in a net decrease in regional GHG. The proposed project will not create significant odors. Accordingly, the proposed action is consistent with applicable local land use policies.

Protection of Special Status Species (Marin CGP Policy EQ-2.88). Development shall be restricted or modified in areas which contain special status species and migratory species of the Pacific Flyway and/or significant natural areas, wetlands, riparian habitats, and freshwater habitats, to ensure the continued health and survival of these species and areas.



Consistent. As discussed in Section 3.2, “Biological Resources,” the proposed project would have less-than-significant impacts on special-status species and communities (including wetlands) with the prescribed mitigation measures. Accordingly, the proposed project is consistent with applicable local land use policies.

Protection of Unique Geologic, Ecologic, Archaeological, and Historic Sites (Marin CGP Policy EQ-3.5). Unique geological, ecological, archaeological, and historic sites shall be protected. Significant natural features shall be included for preservation in their natural state and in an appropriate setting in any design or plan.

Consistent. No unique geological, archaeological, or historic sites have been identified within the areas of proposed project. As discussed in Section 3.3, “Cultural Resources,” no such features would be affected by the project with the incorporation of the prescribed mitigation measures. Accordingly, the proposed project is consistent with applicable local land use policies.

Avoidance of Hazards from Earthquake, Erosion, Landslide, Floods, and Fires (Marin CGP Policy EQ-3.7; Napa CGP SAF-5). Construction and operations shall be located and designed to avoid or minimize the hazards from earthquake, erosion, landslides, floods, fire, and accidents consistent with policies and programs in the Environmental Hazards Element.

Consistent. As discussed in Section 3.4, “Geology, Soils, and Seismicity” and Section 3.11, “Water Resources”, potential impacts associated with earthquakes, erosion, landslides, and flooding would be reduced to less than significant levels with implementation of the prescribed mitigation measures. Section 3.9, “Public Facilities and Safety,” analyzes fire and other safety issues and concludes that less-than significant impacts would result from the project. Accordingly, the proposed project is consistent with applicable local land use policies.

Prevent Adverse Impacts on Services, Circulation, Economic, and Social Environment (Marin CGP Policy EQ-3.9; Napa CGP SAF 5, 41). Projects shall not cause significant adverse impacts on water supply, fire protection, waste disposal, schools, traffic and circulation, or other services and facilities, or on the financial or social environment of the community.



Consistent. The analysis of public services and utilities in this Section 3.9, “Public Facilities and Safety”, and Section 3.10, “Transportation.”, and Section 3.11, “Water Resources” in this DEIR concludes that there are no significant impacts to water supply (reservoirs or groundwater), fire protection services, waste disposal, schools, traffic and circulation, and other services. Section 3.5, “Growth Inducement”, concludes that there will be a net benefit to the economy of the project area. Accordingly, the proposed project is consistent with applicable local land use policies.

Protection of Visual Qualities and Views (Marin CGP Policy EQ-3.11). Visual qualities and the view potential of the natural and built environment shall be considered in any project or operation review. Tree-cutting and damage shall be avoided wherever possible.

Consistent. The proposed project does not involve construction of large structures or buildings such as rail stations that would change the existing visual qualities and view potential of the onsite natural environment or the surrounding environment. Accordingly, the proposed project is consistent with applicable local land use policies.

Protection of Cultural/Historic Resources (Marin CGP Policy EQ-3.29-3.32; Napa CGP 2.1 CC-4). Development sites identified as having a potential for the presence of archeological resources (through review of the sensitivity map or other available sources) shall be evaluated to ascertain if an archeological site is actually present. This evaluation shall be the responsibility of the applicant and may be undertaken by conducting a record search at the NWIC of the California Archaeological Inventory to determine if the project area has been previously surveyed and if resources have been identified. If the record search reveals that no survey has been undertaken, the applicant may be required to undertake a survey of the site, depending upon the sensitivity of the site.

Consistent. As discussed in Section 3.3, “Cultural Resources, potential impacts to cultural or historic resources will be reduced to less than significant levels with the implementation of the prescribed mitigation measures. In addition, an extensive literature review including review of available resources at the NWIC and a preliminary review by the SHPO revealed no concern regarding operation of the railroad. Accordingly, the proposed project is consistent with applicable local land use policies.



Minimize Impacts from Excessive Noise Levels Because of Construction Activity and Use Noise Level Guidelines-Existing Development (Marin CGP Policy N-2.1, 2.4; Napa CGP Goal CC-8, Policy CC-46). During all phases of construction, measures should be taken to minimize the exposure of neighboring properties to excessive noise levels from construction-related activity. The County shall use noise level guidelines contained in this (Noise) element to protect existing land uses from noise generated by new development.

Consistent. Construction activities associated with the rehabilitation activities at Bakers Creek, Foss Creek and Black Point Bridge, the new construction of the Lombard Siding and routine maintenance and repairs activities associated with the operation of the railroad are primarily not adjacent to residential areas, and when they are, specific BMPs have been developed to address the situation. Activities at all sites will be conducted with standard construction equipment, in accordance with NCRA's BMPs and will not typically involve high noise activities such as pile driving. Accordingly, the proposed project would not likely generate noise in excess of County exterior noise thresholds, and therefore is consistent with applicable local land use policies.

Construction (Marin CGP Policy EH-8.2; Napa CGP Goal SAF-4). Improvements should be designed to withstand impact from a tsunami and the debris it will carry. Structural features which could become dislodged or detached (docks, decking, floats, vessels) should be situated where they do not have the potential of becoming potential implements of destruction.

Consistent. As discussed in Section 3.11, "Water Resources," with the inclusion of mitigation measures, facilities and the rail rehabilitation will be constructed to withstand the effects of floods. Accordingly, the proposed project is consistent with applicable local land use policies.

Preservation of Agricultural Lands (Marin CGP Goal AG-1, 2; Mendocino CGP LU Goal Number 2-1, 2-1a; Napa CGP 3.1 AG/LU Goal 1; Sonoma CGP LU-11.1). Agricultural lands shall be preserved by maintaining agricultural parcels in sizes large enough to sustain agricultural production, avoiding conversion of agricultural land to non-agricultural uses, discouraging uses which are not compatible with long term agricultural productivity, and encouraging programs that assist agricultural productivity of their land and marketing their products.



Consistent. As no land is being acquired or rezoned for the proposed project, no agricultural land will be lost or otherwise negatively impacted. A positive impact will be the availability of the rail to transport agricultural products to markets in cost effective and expeditious manner. Accordingly, the proposed project is consistent with applicable local land use policies.

3.7.3.3 *Impacts and Mitigation Measures*

Rehabilitation and Construction Activities

Bakers Creek

Rehabilitation at Bakers Creek involves the rebuilding of a washed out embankment and laying of new track in the same location. Although there will be a redesign of the culvert to improve flow in Bakers Creek and prevent storm damage, the general visual character of the embankment and land use will not be altered. Rehabilitation at Bakers Creek would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project since all the required permits will be obtained and the activities will be conducted in accordance with the necessary permits. Accordingly, the rehabilitation at Bakers Creek would result in a *less-than-significant* impact.

Foss Creek

Rehabilitation at Foss Creek involves the re-building of a washed out section of track. Reconstruction of the track will improve flow in Foss Creek, and will not alter the visual character or land use of the existing right-of-way. Rehabilitation would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project since all the required permits will be obtained and the activities will be conducted in accordance with the necessary permits. Accordingly, the project would result in a *less-than-significant* impact.

Black Point Bridge

Rehabilitation of Black Point Bridge involves primarily conversion from a mechanical to a mechanized bridge. The visual character of the bridge will remain unchanged. Rehabilitation of the bridge would not conflict with any applicable land use plan, policy,



or regulation of an agency with jurisdiction over the proposed project since all the required permits will be obtained and the activities will be conducted in accordance with the necessary permits. Rehabilitation will not alter the existing land use on the right-of-way. Accordingly, the project would result in a *less-than-significant* impact.

Lombard Siding (MP 1.0 – MP 2.0)

The new siding to support proposed rail operations will be constructed along the existing rail line from MP 1.0 to MP 2.0 near Lombard. The construction of the siding will include grading, placement of track ballast and clean fill, placement of 5,300 feet of new track, extending a culvert, reestablishing drainage ditches, widening an existing timber deck bridge, the embankment, and constructing culverts. The siding location from MP 1.0 to MP 2.0 crosses an area occupied primarily by wetlands and open grasslands. The footprint of the new siding and new embankment lies within the existing NWP right-of-way and does not alter the existing land use of the area or effect the land use of adjacent areas. Accordingly, the project would result in a *less-than-significant* impact.

Novato Consent Decree (MP 35.5 – MP 18.7)

Improvements required by the Novato Consent Decree include establishing quiet zones at fourteen or more crossings, welding of rails, fencing as required for safety, and landscaping to reduce the effects of glare from trains running after dusk.

The crossings identified in the Novato Consent Decree and the milepost designations are as follows:

1. Rush Creek Place (MP 28.5);
2. Golden Gate Place (MP 28.4);
3. Olive Avenue (MP 28.3);
4. Grant Avenue (MP 28.1);
5. Pedestrian/Bike Crossing (Manuel Drive) (MP 27.5);
6. Novato Creek (Private) (MP 26.9);
7. Wetlands Access (Private) (MP 26.2);
8. Hanna Ranch Road (MP 25.9);



9. Private Crossing (Highway 37) (MP 24.4);
10. Renaissance Road (MP 23.5);
11. Private Crossing (Harbor Drive Business Park) (MP 23.2);
12. Grandview Avenue (MP 23.0);
13. Private Driveway (Hunter's Club Drive) (MP 22.9);
14. Trail crossings immediately to the east of Petaluma River (MP 21.9); and
15. Other intersections of the NWP Line with pedestrian trails or vehicular right-of-ways as may be required or recommended by the regulatory agencies.

Specific improvements at crossings vary depending on the type of crossing (public road vs. private or pedestrian), size of the street, and volume of traffic. They include construction of short mountable medians, 3-foot wide medians, quad gates, short pedestrian gates and swing gates, and signage. Except for part of a 200 foot median strip that extends off of the railroad right-of-way at Hanna Ranch Road, road improvements, gates, and signage will be constructed on existing roads or disturbed areas adjacent to the crossings.

Fencing will be established on both sides of the track from north of Rush Creek Place to south of Hanna Ranch Road. Most of this part of the railroad line runs through the urban district of Novato and is paved or disturbed. There are several historic structures identified along this part of the rail line adjacent to the railroad right-of-way.

Landscaping type and location will be determined by the City of Novato during a simulation of an engine running down the tracks. Because the purpose of the landscaping is to prevent glare to residents and businesses along the rail line, it is likely that all landscaping will be established in disturbed undeveloped areas.

The Novato Consent Decree requires close cooperation between the City of Novato and NCRA when designing and constructing quiet zone improvements, fencing, and landscaping. Permit requirements of the city require plans to be submitted for design review and approval, assuring that median strips, gates, and signage are Quiet zone improvements such as medians, gates, and signage at the existing crossings will be designed and constructed in accordance with city requirements and California building codes. According to the Novato Consent Decree, the locations and type of fencing- both



quality and style- will be determined by the City of Novato following an inspection of the rail line. Landscaping type and location will be determined by the City of Novato during a simulation of an engine running down the tracks. As a result, impacts related to conflicts with city and county plans, inconsistency with historical resources in the historical district, and general aesthetics is considered to be less than significant.

Operations

Resuming freight rail service along the existing rail corridor would not result in significant land use impacts. Although rail service on the tracks has been quiescent for a period of time, resuming operations would not change land use because the rail line has existed since 1907, and communities were originally established and then grew around this railroad.

The General Plans for Mendocino, Napa, Sonoma and Marin counties call for the re-establishment and operation of rail service on the NWP railroad right-of-way. Others indirectly support rail service by expressing the need to expand alternative transportation and reduce traffic, and several support resumption of railroad activity via passenger service. The proposed project would not require land use designation amendments, nor would it change land uses on the proposed project site. Existing land uses are consistent with General Plan Land Use Designations. Accordingly, the proposed project would result in a *less-than-significant* impact.

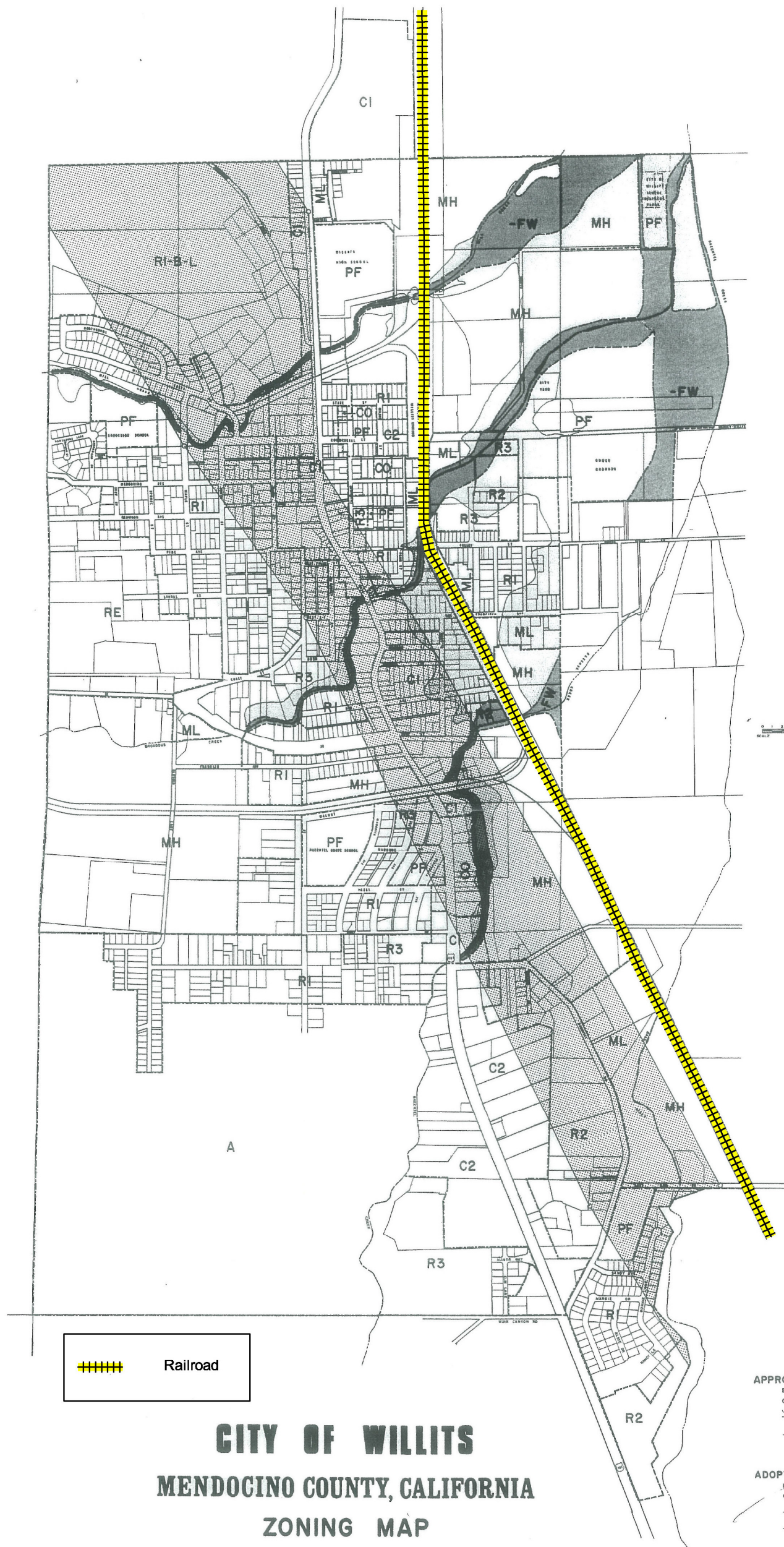


PUBLIC DRAFT

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.7 LAND USE AND PLANNING

This page left blank intentionally



LEGEND

A	AGRICULTURE
RE	RESIDENTIAL ESTATES
RI	SINGLE FAMILY RESIDENCE
R2	RESIDENTIAL MEDIUM DENSITY
R3	MULTIPLE RESIDENCE
CO	ADMINISTRATIVE OFFICE
C1	COMMUNITY COMMERCIAL
C2	HEAVY COMMERCIAL
ML	LIMITED INDUSTRIAL
MH	HEAVY INDUSTRIAL
PF	PUBLIC FACILITY
OS	OPEN SPACE
U	UNCLASSIFIED
-PD	PLANNED UNIT DEVELOPMENT COMBINING
-FP	FLOODWAY COMBINING
-S	FLOODPLAIN COMBINING
-B	SPECIAL LOT SIZE COMBINING
---	CITY LIMITS
---	ZONING BOUNDARY
---	FLOODWAY LIMITS
---	STREAM FLOW LINE



CITY OF WILLITS
MENDOCINO COUNTY, CALIFORNIA
ZONING MAP

APPROVED
 BY WILLITS PLANNING
 ON May 19
M. Patricia May
 CHAIRMAN
Susan Kelly
 SECRETARY

ADOPTED
 BY WILLITS CITY COUN
 ON August 11
Robert W. Co
 MAYOR
James H. Harte
 CITY CLERK

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



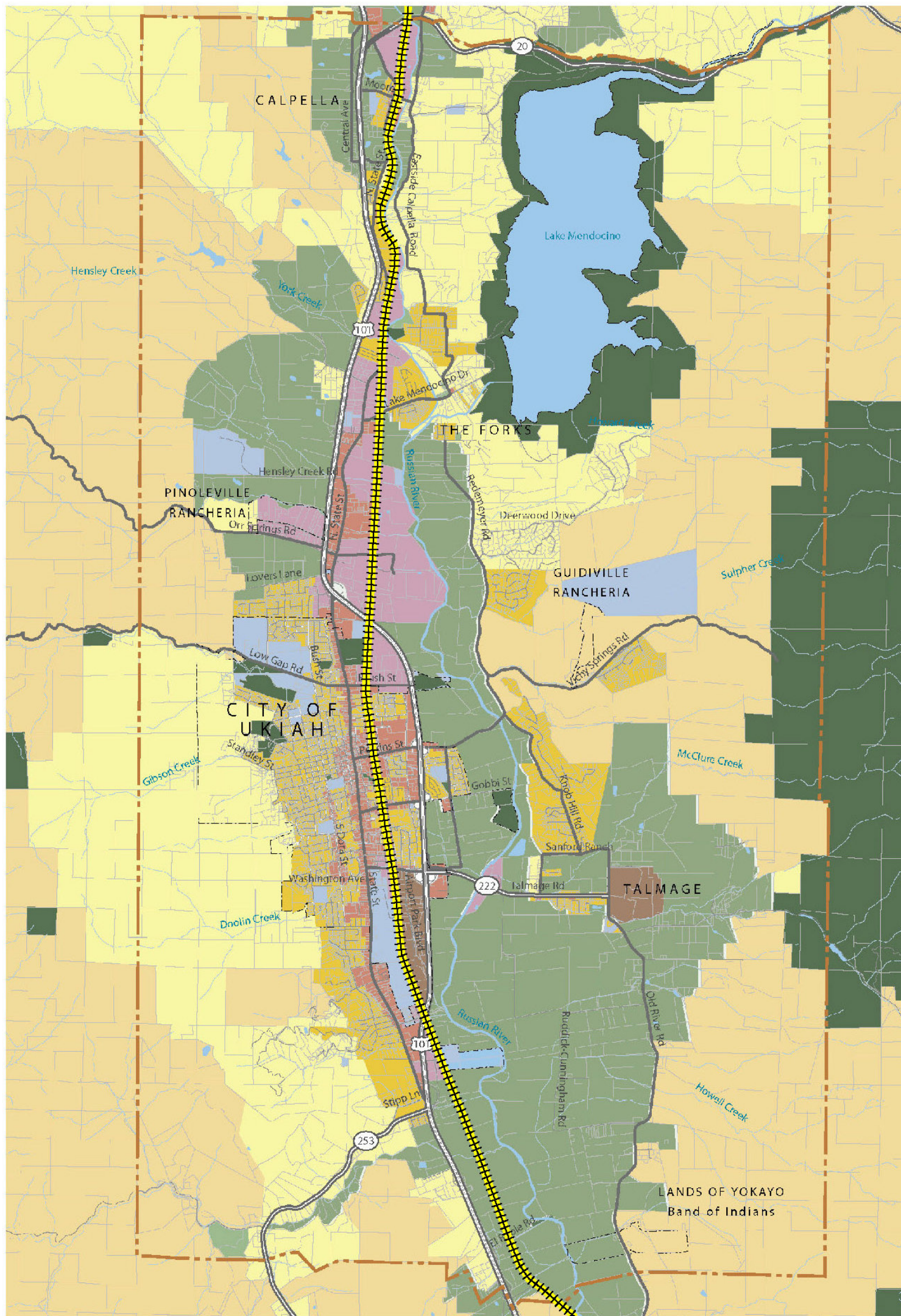
PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1a

**GENERAL PLAN
 LAND USE ELEMENTS
 CITY OF WILLITS**

NORTH COAST RAILROAD AUTHORITY
 RUSSIAN RIVER DIVISION
 FREIGHT RAIL PROJECT

FIGURE

3.7-1a



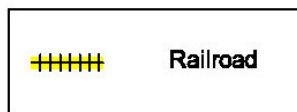
Generalized Land Use Designations

Source: Mendocino County Planning Team

Community Planning Process

Map prepared by Mendocino County Planning Team - November 2006

Ukiah Valley Area Plan



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



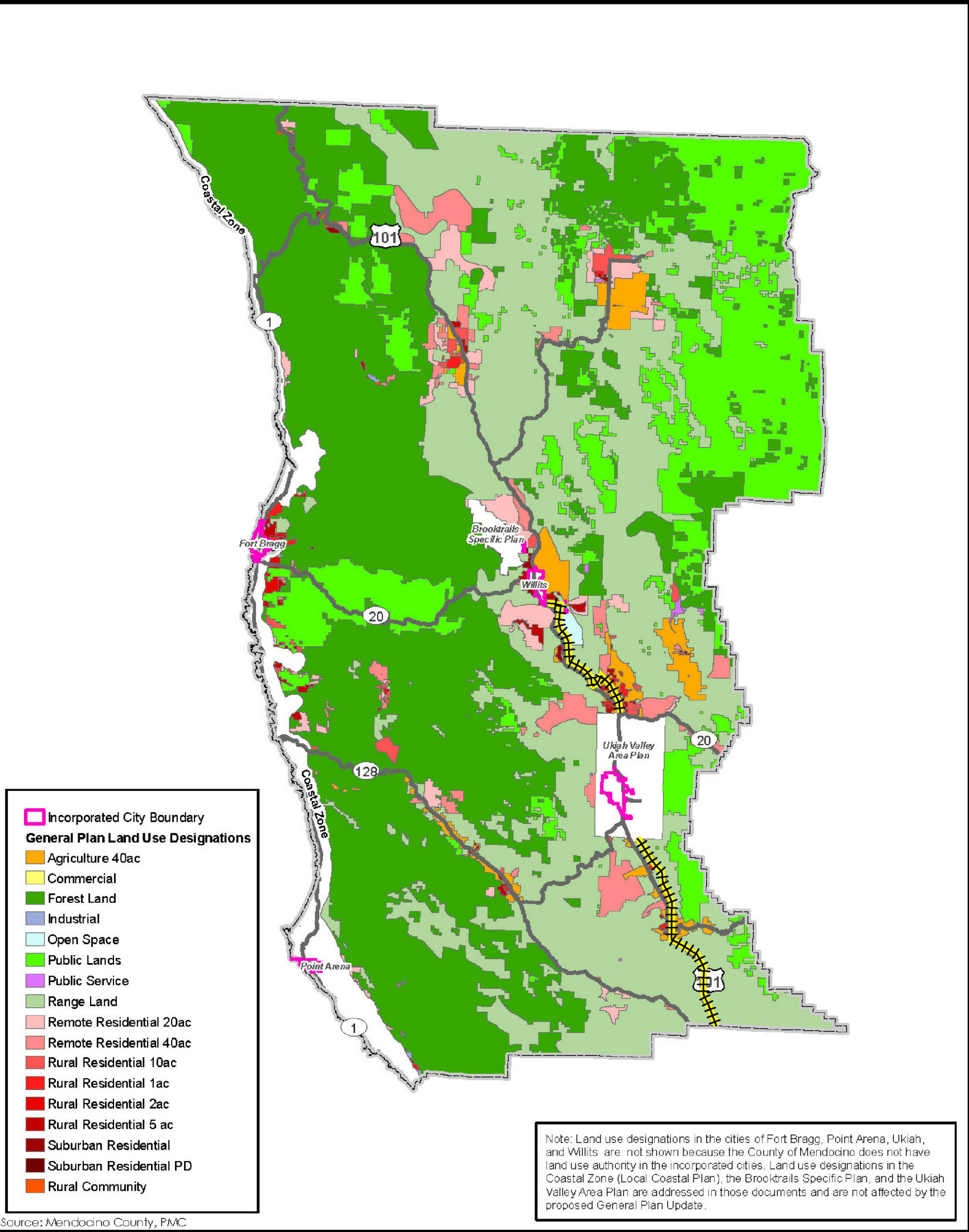
PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1b

GENERAL PLAN LAND USE ELEMENTS CITY OF UKIAH AND THE UKIAH VALLEY AREA

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE

3.7-1b



- Incorporated City Boundary
- General Plan Land Use Designations**
- Agriculture 40ac
- Commercial
- Forest Land
- Industrial
- Open Space
- Public Lands
- Public Service
- Range Land
- Remote Residential 20ac
- Remote Residential 40ac
- Rural Residential 10ac
- Rural Residential 1ac
- Rural Residential 2ac
- Rural Residential 5 ac
- Suburban Residential
- Suburban Residential PD
- Rural Community

Note: Land use designations in the cities of Fort Bragg, Point Arena, Ukiah, and Willits are not shown because the County of Mendocino does not have land use authority in the incorporated cities. Land use designations in the Coastal Zone (Local Coastal Plan), the Brooktrails Specific Plan, and the Ukiah Valley Area Plan are addressed in those documents and are not affected by the proposed General Plan Update.

Source: Mendocino County, PMC

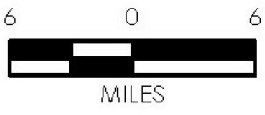


Figure 2
Existing General Plan Land Use Map

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



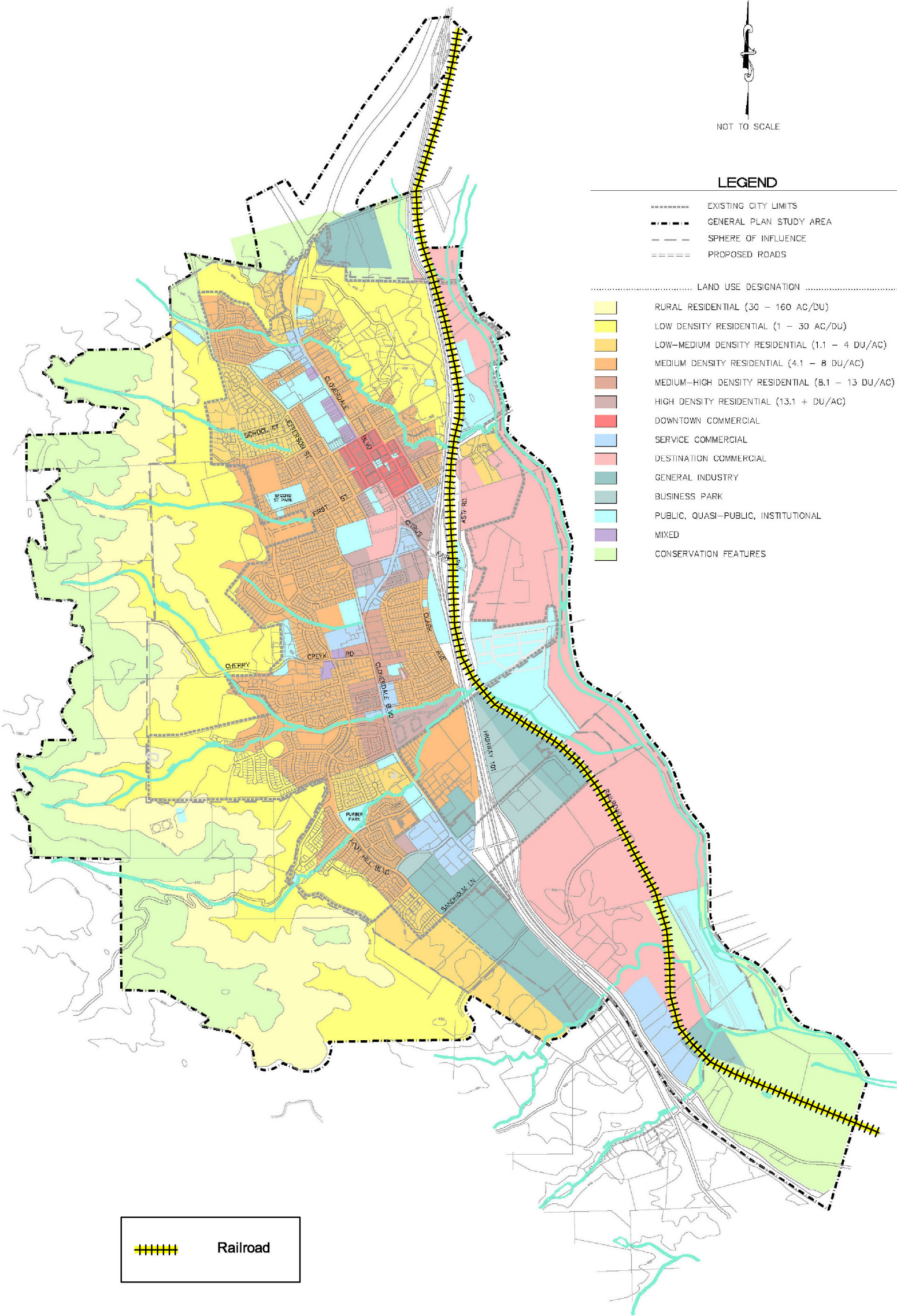
PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1c

**GENERAL PLAN
LAND USE ELEMENTS
MENDOCINO COUNTY**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE

3.7-1c



CITY OF CLOVERDALE

LAND USE MAP

MAP REVISED	
DATE	RESOLUTION/ORDINANCE
JULY 26, 1995	General Plan Amendment 1-RE
JULY 26, 2004	

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



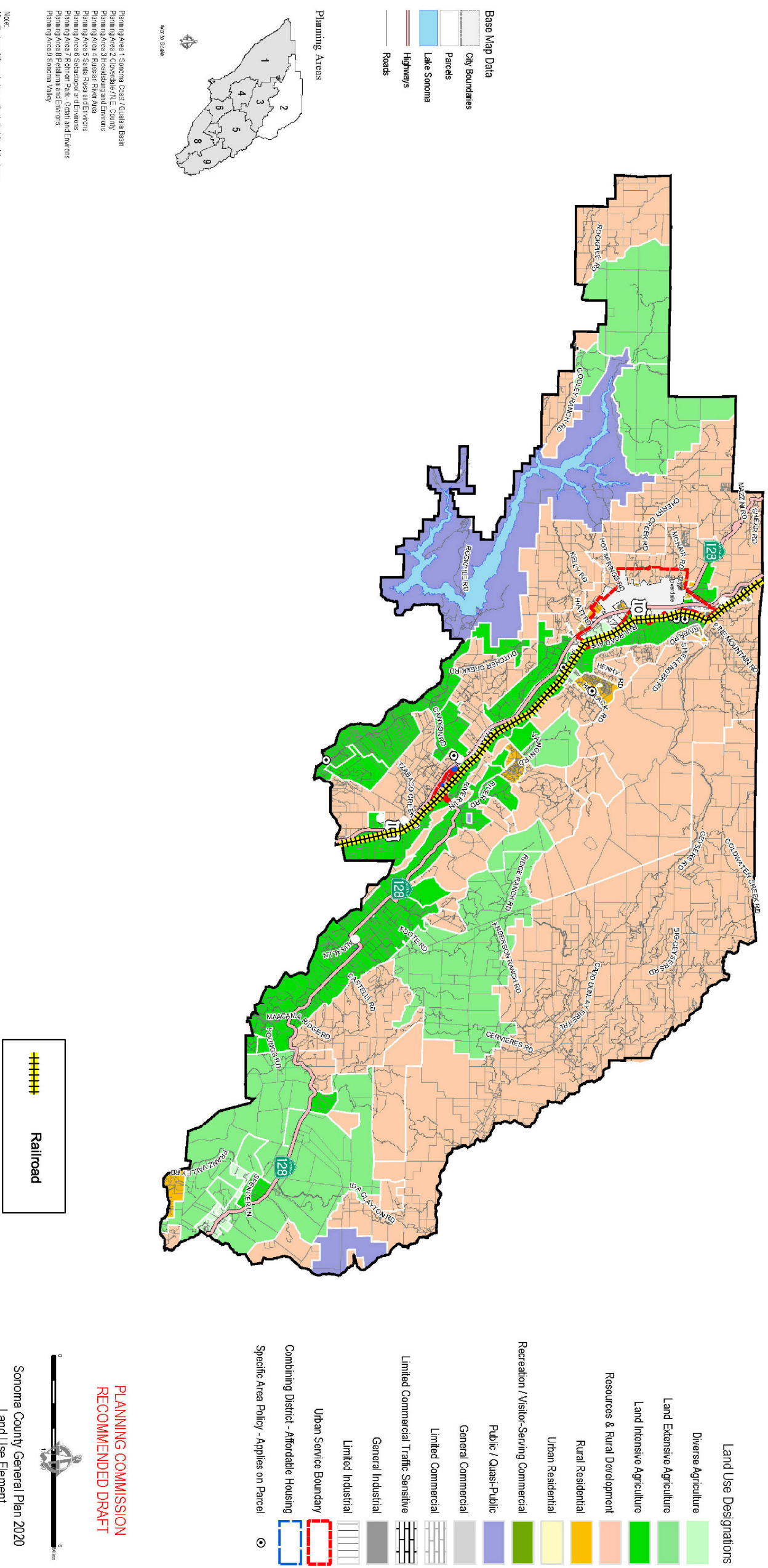
PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1d

**GENERAL PLAN
LAND USE ELEMENTS
CITY OF CLOVERDALE**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

**FIGURE
3.7-1d**

Figure LU-2b
Land Use Map
 Cloverdale / N.E. County



PLANNING COMMISSION
RECOMMENDED DRAFT

Sonoma County General Plan 2020
 Land Use Element



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.

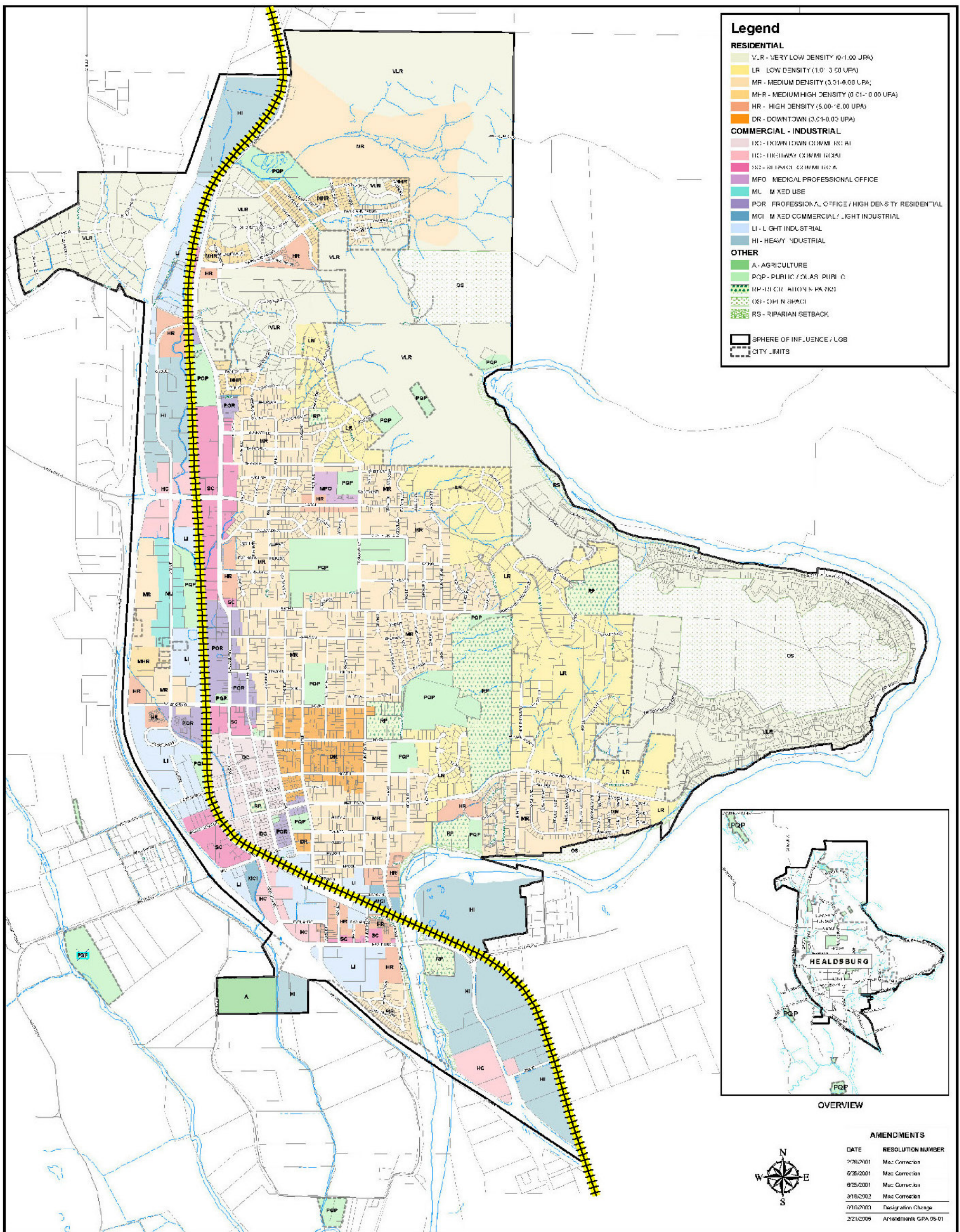


PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1e

**GENERAL PLAN
 LAND USE ELEMENTS
 SONOMA COUNTY, CLOVERDALE AREA**

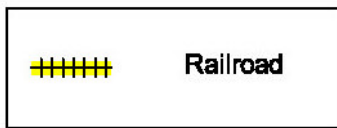
NORTH COAST RAILROAD AUTHORITY
 RUSSIAN RIVER DIVISION
 FREIGHT RAIL PROJECT

FIGURE
3.7-1e



HEALDSBURG GENERAL PLAN

Land Use Diagram 1



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or missing the information.



PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1f

**GENERAL PLAN
LAND USE ELEMENTS
CITY OF HEALDSBURG**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

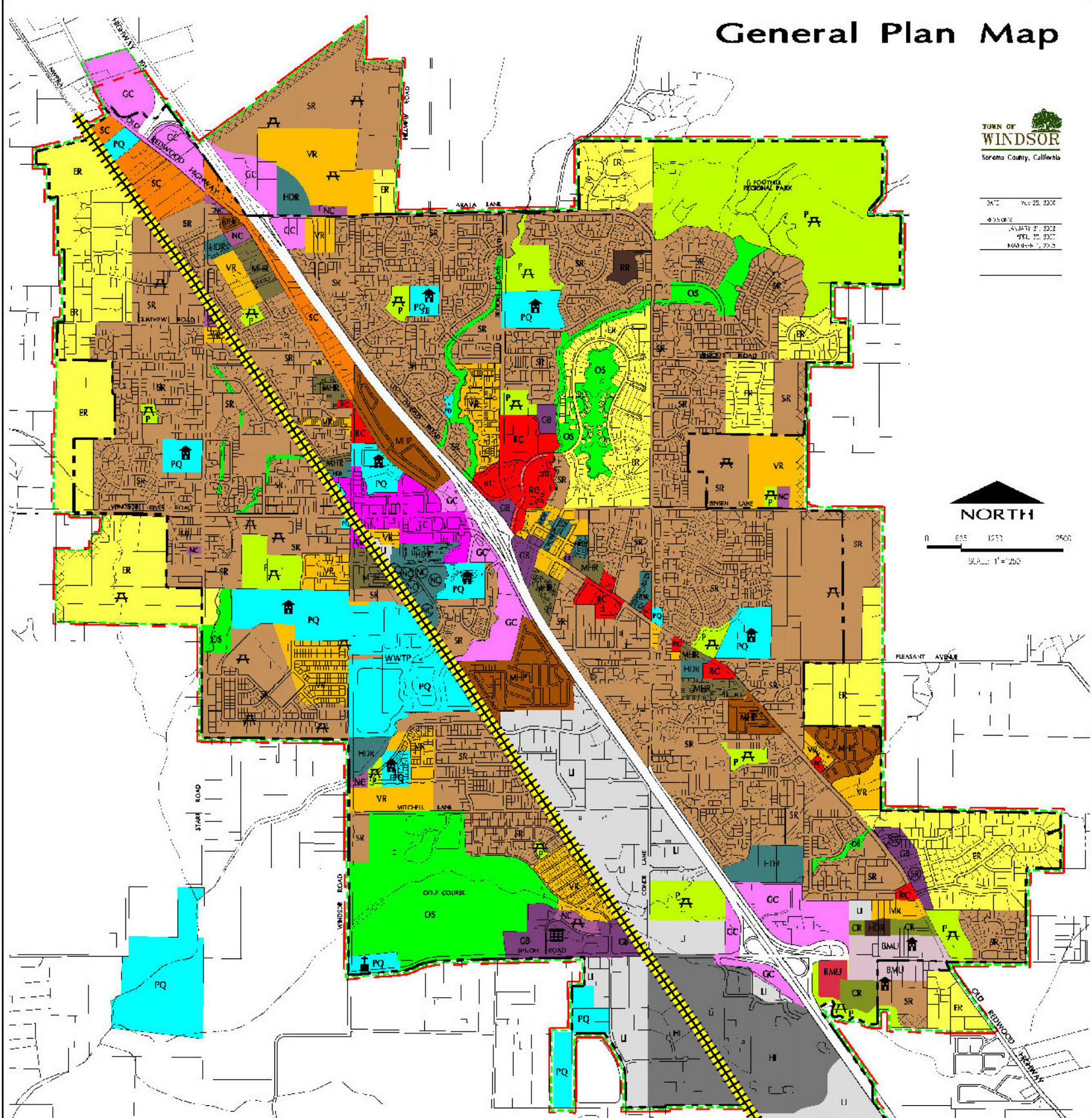
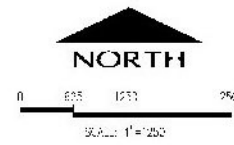
FIGURE

3.7-1f

General Plan Map

TOWN OF WINDSOR
Sonoma County, California

DATE: July 28, 2008
DRAWN BY: PH
CHECKED BY: BM
FILE NAME: 78207-1g
SCALE: 1" = 100'



Land Use Categories

RESIDENTIAL

- CR** Compact Residential (10-20 units/acre)
- HDR** High Density Residential (10-20 units/acre)
- MHR** Medium-High Density Residential (10-20 units/acre)
- MHP** Mobile Home Park (10-20 units/acre)
- VR** Village Residential/Medium Density Residential (10-20 units/acre)
- SR** Surrounding Residential/Low-Medium Density Residential (10-20 units/acre)
- ER** Estate Residential/Low Density Residential (10-20 units/acre)
- RL** Rural Residential/Very Low Density Residential (10-20 units/acre)

MIXED USE

- BMU** Boulevard Mixed Use
- RML** Regional Mixed Use
- NC** Neighborhood Center/Mixed Use
- TC** Town Center/Mixed Use

COMMERCIAL/INDUSTRIAL

- RC** Retail Commercial
- SC** Service Commercial
- GC** Gateway Commercial
- GB** General Business
- LI** Light Industrial
- HI** Heavy Industrial

PARKS/OPEN SPACE

- OS** Open Space
- P** Parks

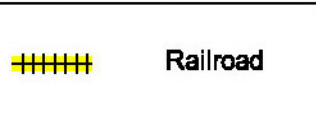
PUBLIC/QUAS - PUBLIC/INSTITUTIONAL

- PQ** Cemetery/School/Wastewater Treatment Plant

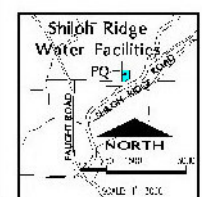
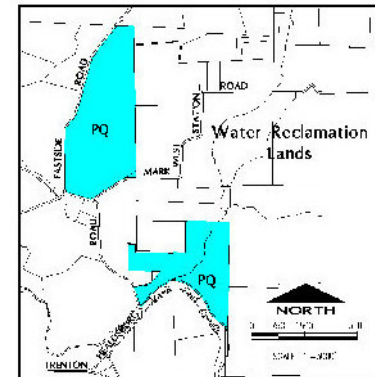
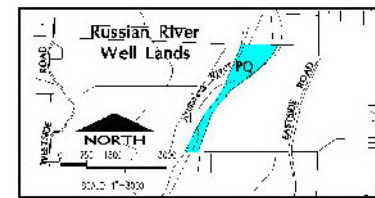
Map Legend

- Town Boundary
- Urban Growth Boundary
- Sphere of Influence
- Agriculture Buffer Area
- Neighborhood Center Overlay
- Surrounding Residential Overlay
- WWTP Wastewater Treatment Plant
- Cemetery
- Hotel/Resort also Permitted
- Park
- School

- 1. High Priority Areas and Special Planning Areas are shown on Map 2.1.2.1 of the General Plan.
- 2. Airport Rental Area Boundary is shown on the zoning map.



PREPARED BY:
ERELJE & RAGE CONSULTING CIVIL ENGINEERS
1150 Highway 101, Suite 100, Windsor, CA 94993
TEL: 707.471.1111 FAX: 707.471.1112
WWW.ERELJE.COM



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



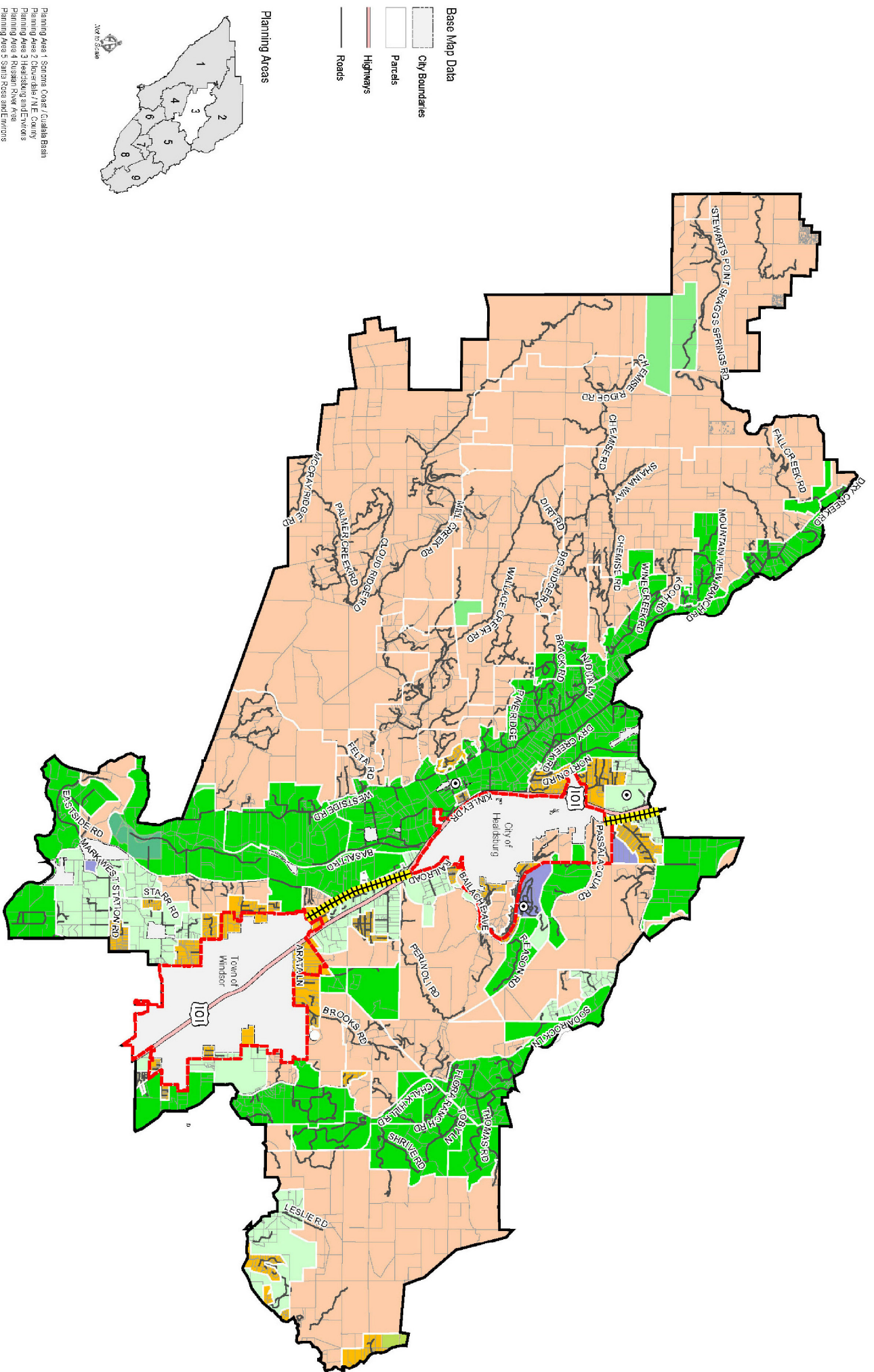
PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1g

**GENERAL PLAN
LAND USE ELEMENTS
TOWN OF WINDSOR**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE
3.7-1g

Figure LU-2c
Land Use Map
Healdsburg and Environs



- Land Use Designations**
- Diverse Agriculture
 - Land Extensive Agriculture
 - Land Intensive Agriculture
 - Resources & Rural Development
 - Rural Residential
 - Urban Residential
 - Recreation / Visitor-Serving Commercial
 - Public / Quasi-Public
 - General Commercial
 - Limited Commercial
 - Limited Commercial - Traffic Sensitive
 - General Industrial
 - Limited Industrial
 - Urban Service Boundary
- Specific Area Policy - Applies on Parcel

Railroad

PLANNING COMMISSION
RECOMMENDED DRAFT

Sonoma County General Plan 2020
 Land Use Element

Permit and Resource Management Department
 2525 Ventura Avenue, Santa Rosa, California 95403
 707/546-1000

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1h

GENERAL PLAN
LAND USE ELEMENTS
SONOMA COUNTY, HEALDSBURG AREA

NORTH COAST RAILROAD AUTHORITY
 RUSSIAN RIVER DIVISION
 FREIGHT RAIL PROJECT

FIGURE
3.7-1h

Base Map Data

- City boundaries
- Parcels
- Highways
- Roads

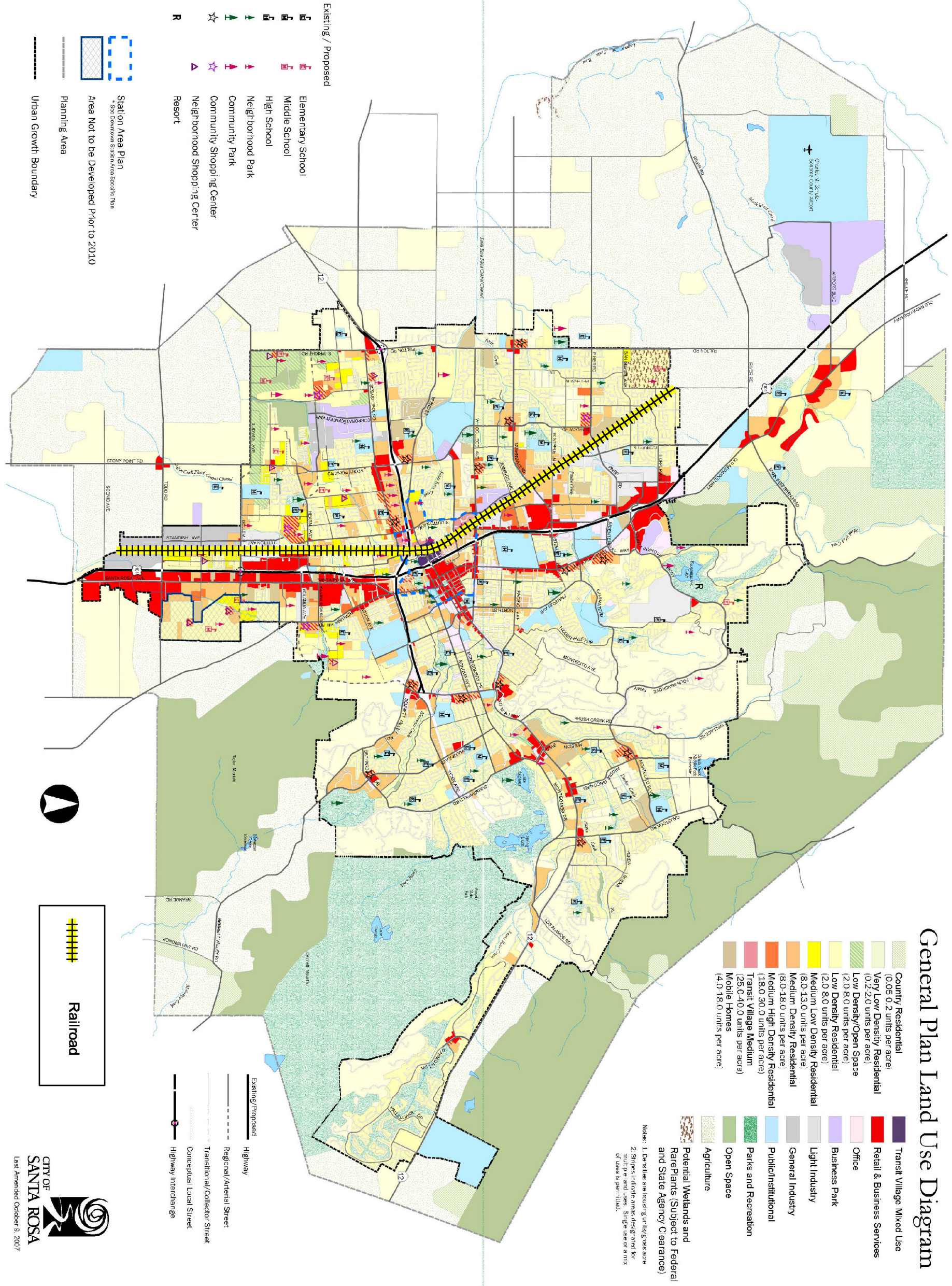
Planning Areas

- Planning Area 1 Sonoma Coast/Guadalupe Basin
- Planning Area 2 Clearlake/N.E. County
- Planning Area 3 Healdsburg and Environs
- Planning Area 4 Ukiah and Environs
- Planning Area 5 Santa Rosa and Environs
- Planning Area 6 Sebastopol and Environs
- Planning Area 7 Point Park - Clear and Environs
- Planning Area 8 Palisades and Environs
- Planning Area 9 Sonoma Valley

Note:
 Map scale and reproduction methods limit the data shown. This map is for illustrative purposes only, and does not reflect all Land Use policies. Refer to the official Land Use map on file at the Permit and Resource Management Department. Numbers on Map indicate Maximum Density in Acres/Unit, except Urban Residential where Numbers indicate Units/Acre.

AutoCAD: Sonoma County Planning Commission
 Date: 8/21/08
 Project: Sonoma County General Plan 2020
 Title: Land Use Element
 File: LU-2c.dwg
 Plot: LU-2c.plt
 Scale: 1/8"=1'-0"

General Plan Land Use Diagram



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.

KLEINFELDER
Bright People. Right Solutions.
www.kleinfelder.com

PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1i

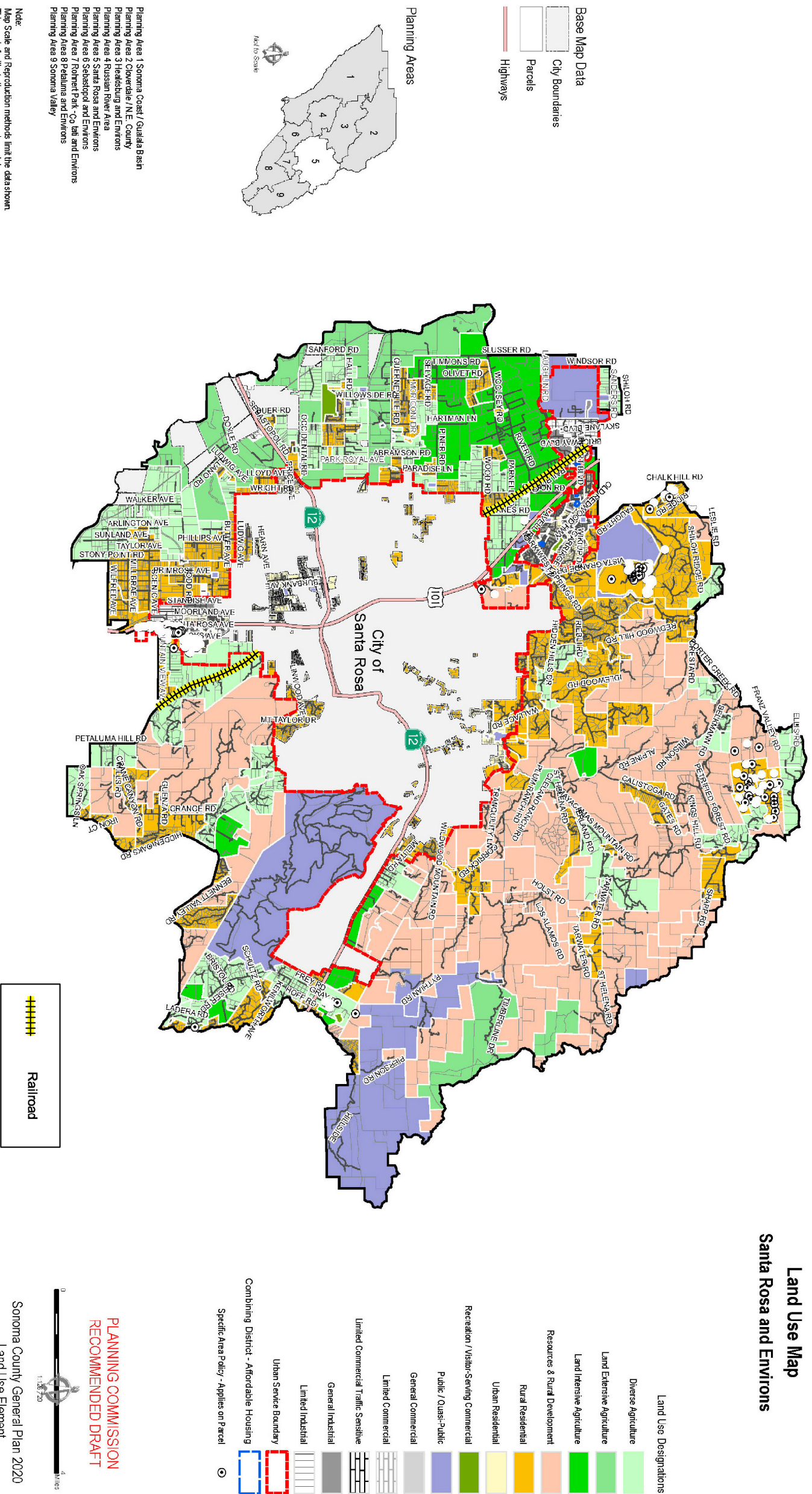
**GENERAL PLAN
LAND USE ELEMENTS
CITY OF SANTA ROSA**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE

3.7-1i

Figure LU-2e
Land Use Map
Santa Rosa and Environs



Note:
 Map Scale and Reproduction methods limit the data shown.
 This map is for illustrative purpose only, and does not reflect all land use policies. Refer to the official and Use maps on file at the Permit and Resource Management Department.
 Numbers on Map Indicate Maximum Density in Acres / Unit, except Urban Residential where Numbers Indicate Units / Acre

Planning Area 1 Sonoma Coast/ Guadalupe Basin
 Planning Area 2 Cloverdale / NE County
 Planning Area 3 Healdsburg and Environs
 Planning Area 4 Russian River Area
 Planning Area 5 Santa Rosa and Environs
 Planning Area 6 Sebastopol and Environs
 Planning Area 7 Konocti Park, Co Red and Environs
 Planning Area 8 Petaluma and Environs
 Planning Area 9 Sonoma Valley

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or missing the information.

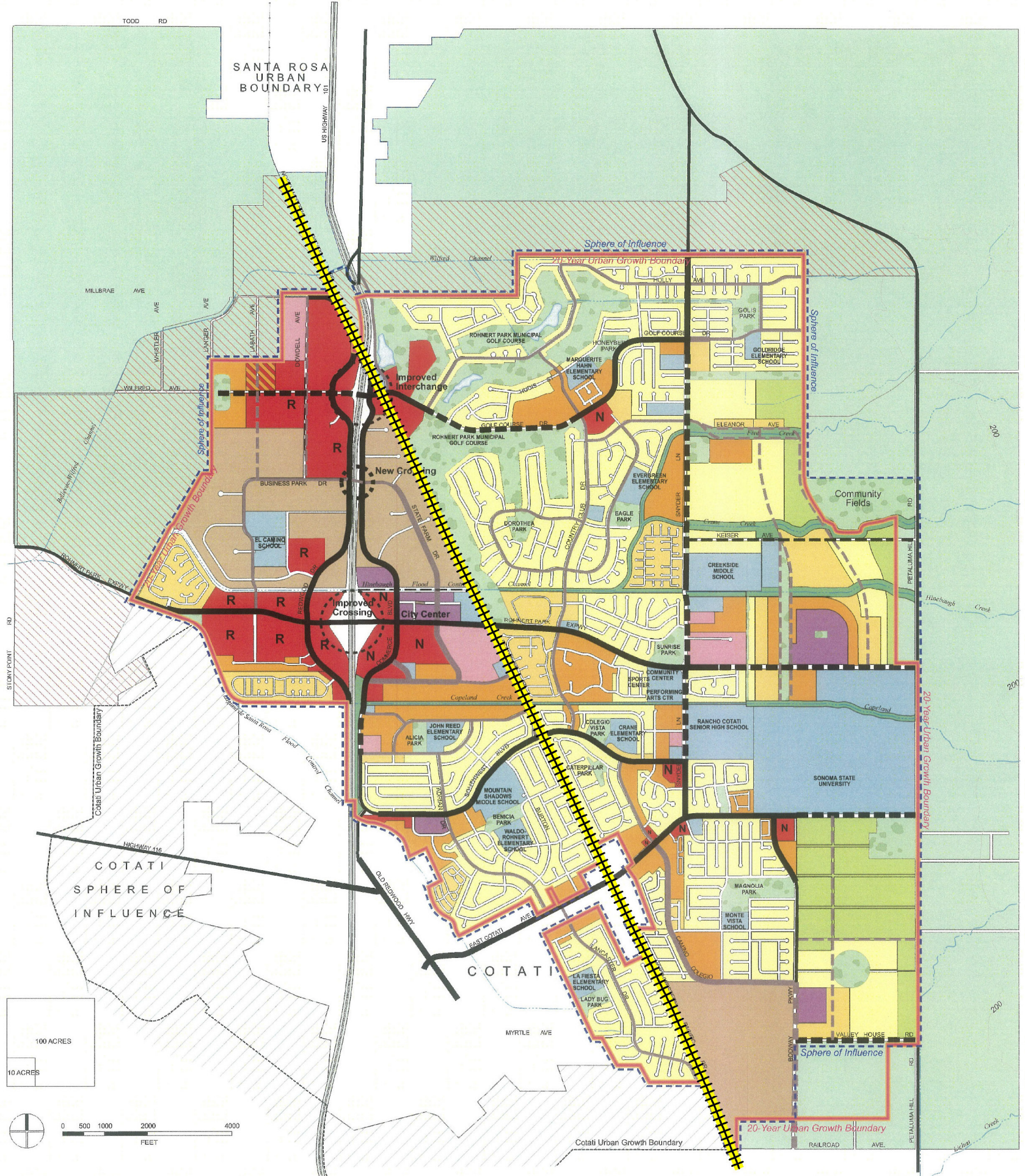


PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1j

GENERAL PLAN
LAND USE ELEMENTS
SONOMA COUNTY, SANTA ROSA AREA

NORTH COAST RAILROAD AUTHORITY
 RUSSIAN RIVER DIVISION
 FREIGHT RAIL PROJECT

FIGURE
3.7-1j



- Rural Estate Residential (up to 2 un/ac)
- Low Density Residential (4-6 un/ac)
- Medium Density Residential (6-12 un/ac)
- High Density Residential (12-30 un/ac)
- Commercial
N Neighborhood Commercial
R Regional Commercial
- Industrial

- Mixed Use
- Office
- Public/Institutional
- Parks
- Open Space-Environmental Conservation

- Open Space-Agriculture and Resource Management
- Community Separator
- 20-Year Urban Growth Boundary
- EXISTING
- PROPOSED
- Major Arterial (4-6 lanes)
- Minor Arterial (2 lanes)
- Major Collector (4 lanes)
- Minor Collector (2 lanes)

All maps are intended to be consistent with the General Plan Diagram. Additional adjustments to the other maps may be made for consistency

DYETT & BHATIA
Urban and Regional Planners

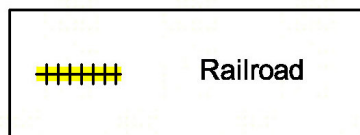


Figure 2.2-1
General Plan Diagram

Adopted July 2000
(Rev. 10/02)

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor as it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



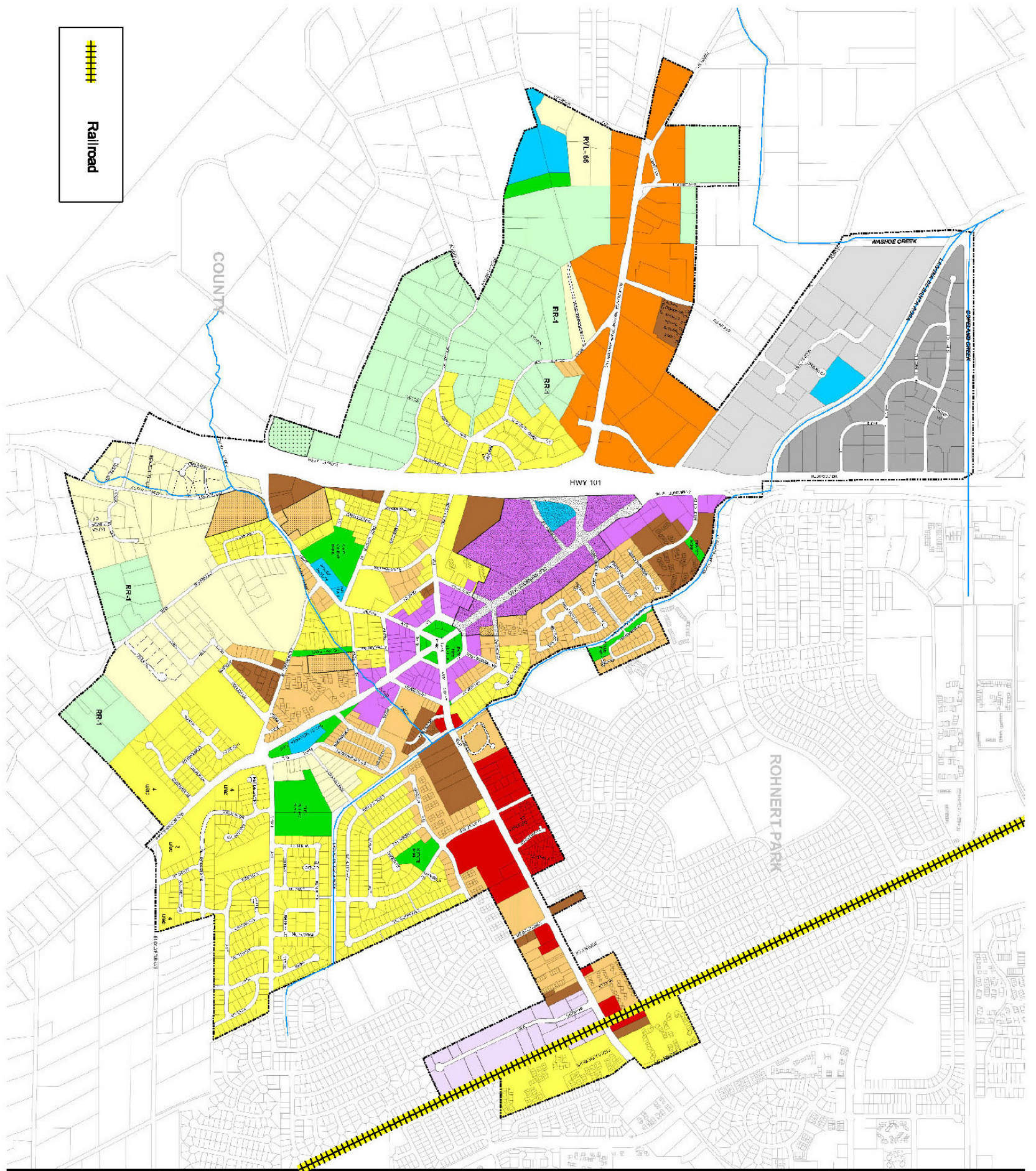
PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1k

**GENERAL PLAN
LAND USE ELEMENTS
CITY OF ROHNERT PARK**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE




















3.7-1k

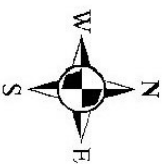
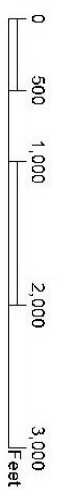


 Railroad



ZONING MAP

-  Creeks
-  City Limits
-  OSC - Open Space - Conservation
-  OSR - Open Space - Recreation
-  RR - Rural Residential
(1.5 Acre Minimum Lot Size Unless Otherwise Noted)
-  RVL - Residential Very Low Density
(0.5 Acre Minimum Lot Size Unless Otherwise Noted)
-  NL - Neighborhood, Low Density
-  NM - Neighborhood, Medium Density
-  NU - Neighborhood, Urban
-  CE - Commercial, East Cotati Corridor
-  CG - Commercial, Gravenstein Corridor
-  CD - Downtown Commercial
-  CI - Commercial/Industrial District
-  IG - General Industrial District
-  PF - Public Facility District
-  SPSW - Specific Plan, Santero Way
-  CP - Coordinated Planning Overlay
-  CR - Rural Commercial Overlay
-  MHP - Mobile Home Park Overlay



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-11

GENERAL PLAN LAND USE ELEMENTS CITY OF COTATI

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE

3.7-11

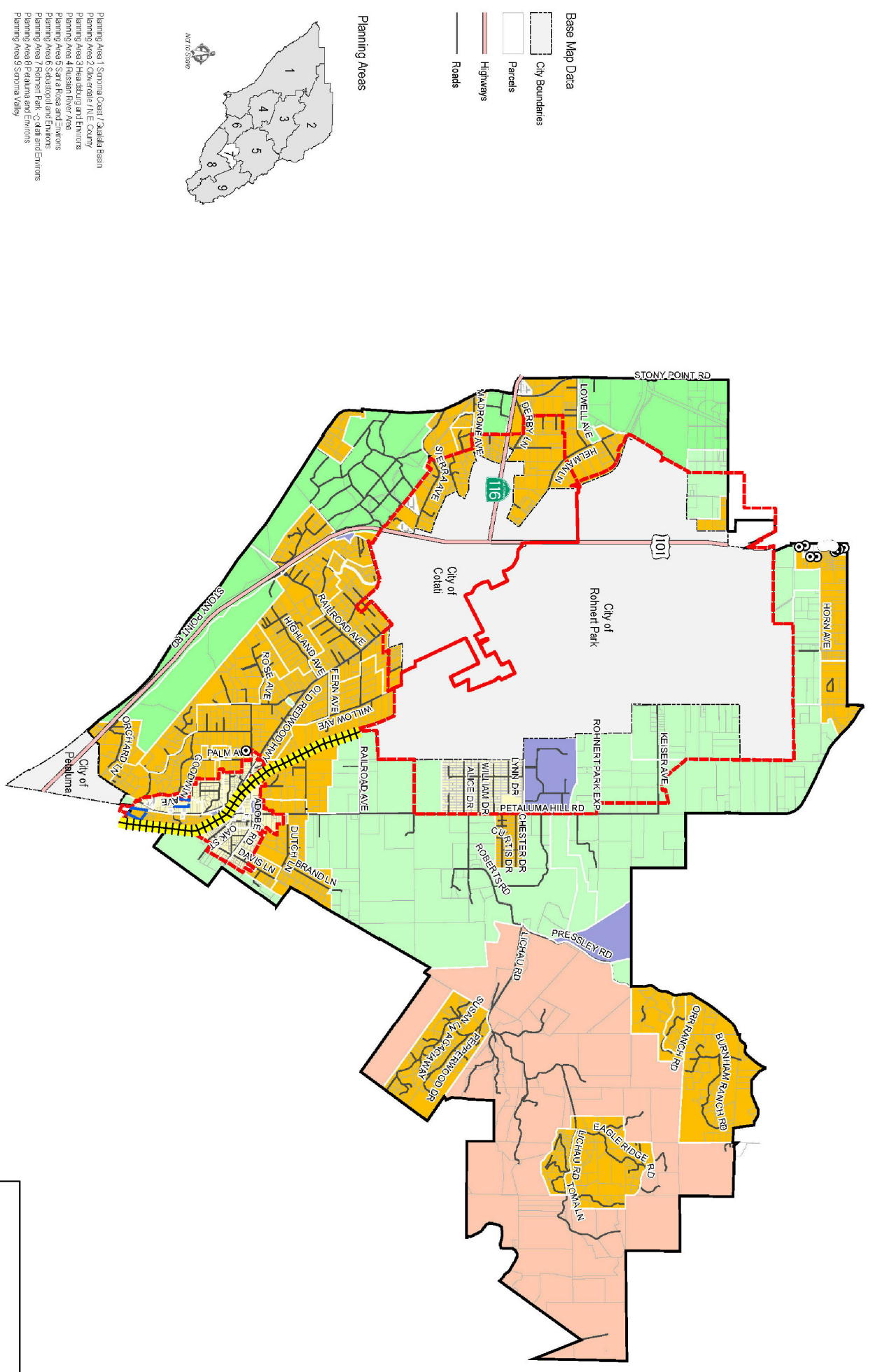


Figure LU-2g
Land Use Map
 Rohnert Park - Cotati and Environs

Railroad

**PLANNING COMMISSION
 RECOMMENDED DRAFT**

- Land Use Designations**
- Diverse Agriculture
 - Land Extensive Agriculture
 - Land Intensive Agriculture
 - Resources & Rural Development
 - Rural Residential
 - Urban Residential
 - Recreation / Visitor-Serving Commercial
 - Public / Quasi-Public
 - General Commercial
 - Limited Commercial
 - Limited Commercial/Traffic Sensitive
 - General Industrial
 - Limited Industrial
 - Urban Service Boundary
 - Combining District - Affordable Housing
 - Specific Area Policy - Applies on Parcel

0 1 2 Miles
 1:63,360

**Sonoma County General Plan 2020
 Land Use Element**

Permit and Resource Management Department
 2550 Ventura Avenue S. Suite 100
 707-965-1100

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1m

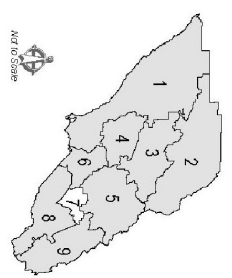
GENERAL PLAN LAND USE ELEMENTS SONOMA COUNTY, ROHNERT PARK AREA	
NORTH COAST RAILROAD AUTHORITY RUSSIAN RIVER DIVISION FREIGHT RAIL PROJECT	

FIGURE
3.7-1m

Planning Area 1 Sonoma Coast / Coastal Basin
 Planning Area 2 Cloverdale / NE County
 Planning Area 3 Healdsburg and Environs
 Planning Area 4 Russian River Area
 Planning Area 5 Santa Rosa and Environs
 Planning Area 6 Sebastopol and Environs
 Planning Area 7 Rohnert Park, Cotati and Environs
 Planning Area 8 Petaluma and Environs
 Planning Area 9 Sonoma Valley

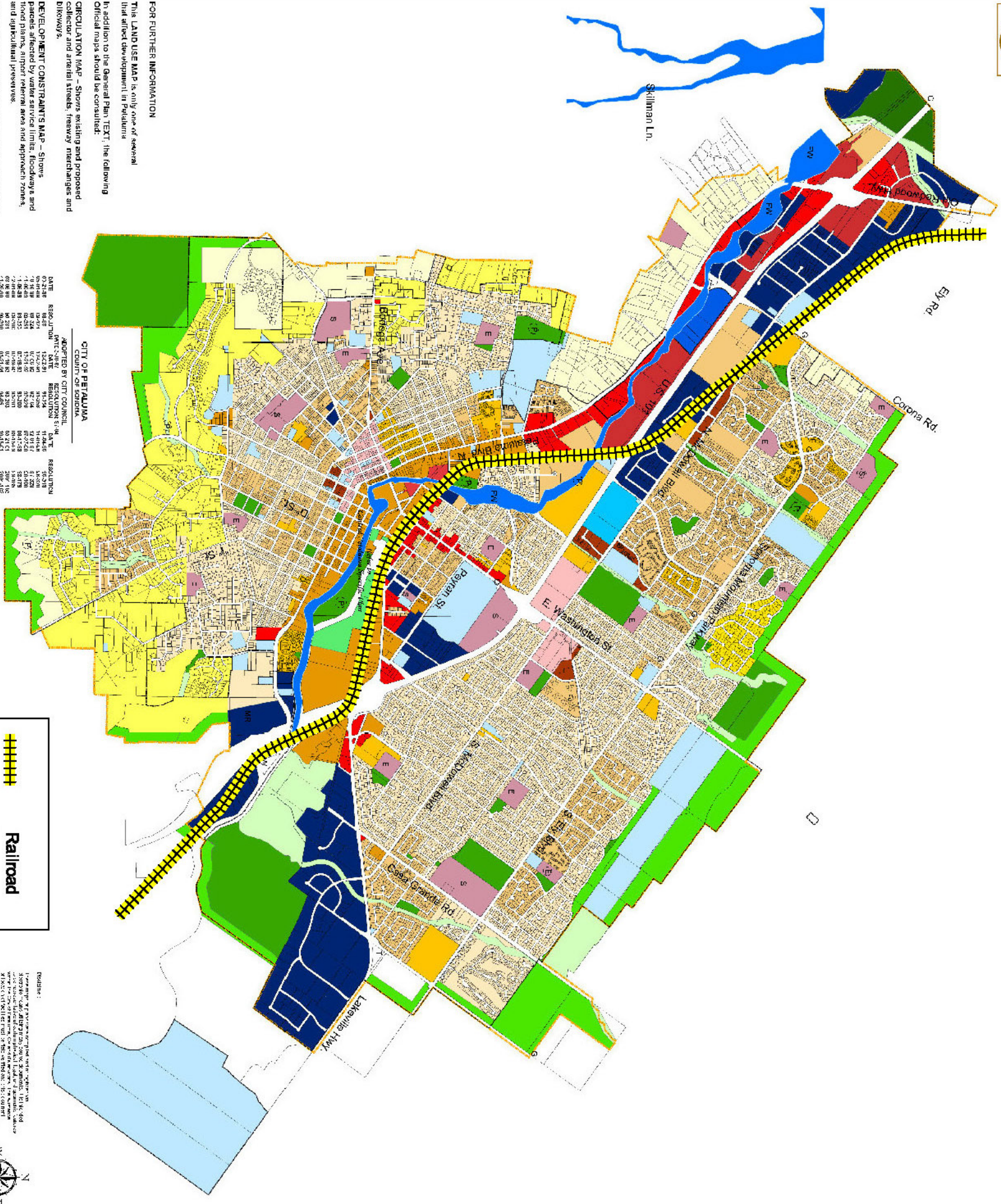
Note:
 Map Scale and Reproduction methods from the data shown
 are not intended for illustrative purposes only, and does
 not constitute a warranty of accuracy, completeness,
 timeliness, or rights to the use of such information.
 Numbers on Map indicate Neotoma Design in Acres / Units, except Urban Residential where Numbers indicate Units / Acre

Author: Heidi G. Anderson / Designer: Heidi G. Anderson / Project Manager: Heidi G. Anderson / Date: 8/21/08





GENERAL PLAN LAND USE MAP PETALUMA, CALIFORNIA



FOR FURTHER INFORMATION
This LAND USE MAP is only one of several land use development in Petaluma. In addition to the General Plan TEXT, the following Official Maps should be consulted:
CIRCULATION MAP - Shows existing and proposed collector and arterial streets, freeway interchanges and bikeways.
DEVELOPMENT CONSTRAINTS MAP - Shows parcels affected by water service limits, floodways and flood plains, airport referral areas and approach zones, and agricultural preserves.
Other maps which should be consulted are listed in the Table of Figures that precede the General Plan text and the Technical Appendices.

DATE	RESOLUTION	ADOPTED BY CITY COUNCIL	DATE	RESOLUTION
03/21/88	8453	10/22/81	03/28	8038
07/28/88	8832	02/01/82	07/28	8278
07/28/88	8833	07/01/82	07/28	8279
07/28/88	8834	07/01/82	07/28	8280
07/28/88	8835	07/01/82	07/28	8281
07/28/88	8836	07/01/82	07/28	8282
07/28/88	8837	07/01/82	07/28	8283
07/28/88	8838	07/01/82	07/28	8284
07/28/88	8839	07/01/82	07/28	8285
07/28/88	8840	07/01/82	07/28	8286
07/28/88	8841	07/01/82	07/28	8287
07/28/88	8842	07/01/82	07/28	8288
07/28/88	8843	07/01/82	07/28	8289
07/28/88	8844	07/01/82	07/28	8290
07/28/88	8845	07/01/82	07/28	8291
07/28/88	8846	07/01/82	07/28	8292
07/28/88	8847	07/01/82	07/28	8293
07/28/88	8848	07/01/82	07/28	8294
07/28/88	8849	07/01/82	07/28	8295
07/28/88	8850	07/01/82	07/28	8296

+++++
Railroad

Legend:
1. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
2. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
3. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
4. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
5. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
6. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
7. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
8. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
9. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.
10. The map is a graphic representation of the information contained in the General Plan and is not intended to be used as a legal document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.

General Plan Land Use	AG-SUPPORT INDUSTRIAL
RIVER DEPENDANT INDUSTRIAL	
RURAL	
SUBURBAN	
SUBURBAN-HIGH AMENITY	
URBAN STANDARD	
URBAN DIVERSIFIED	
URBAN HIGH	
MIXED USE	
OFFICE	
SPECIAL COMMERCIAL	
THOROUGHFARE COMMERCIAL	
RETAIL CENTER	
COMMUNITY COMMERCIAL	
INDUSTRIAL	
SPECIAL INDUSTRIAL	
SPECIAL OFFICE	
PUBLIC INSTITUTIONAL	
SCHOOL DISTRICT LANDS	
AGRICULTURE	
PUBLIC PARKS	
URBAN SEPARATOR	
OPEN SPACE	
ELEMENTARY SCHOOL	
E EXISTING	E PROPOSED
S EXISTING	S PROPOSED
MR MINERAL RESOURCE	
G GATEWAY	T TRANSIT TERMINAL
P PROPOSED PUBLIC PARK	
BOUNDARIES	
FLOODWAY	
URBAN GROWTH BOUNDARY	
SDE Land-Use Based GISED TORO-Quintil	

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.

Bright People. Right Solutions.

www.kleinfelder.com

PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1n

**GENERAL PLAN
LAND USE ELEMENTS
CITY OF PETALUMA**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE
3.7-1n

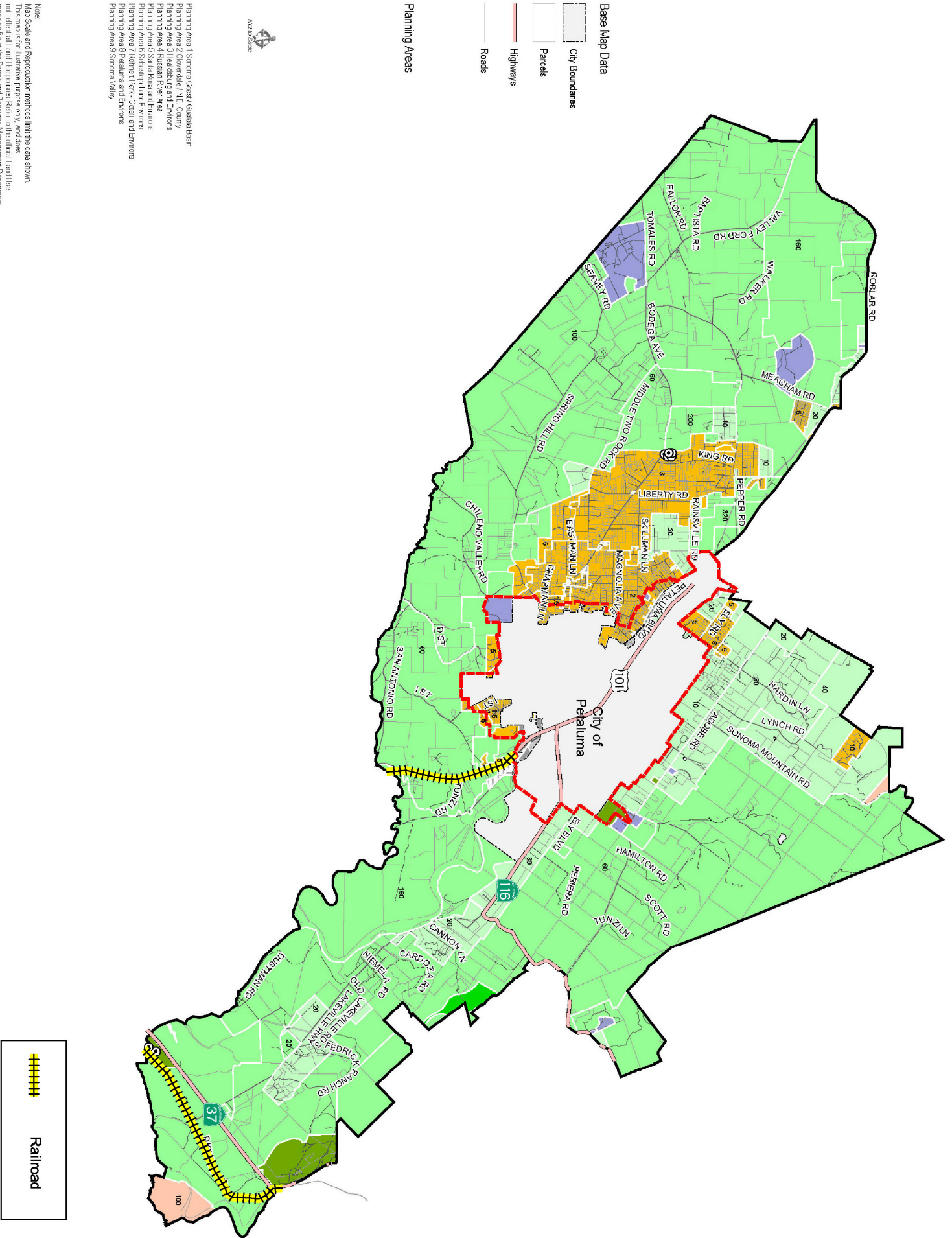


Figure LU-2h
Land Use Map
Petaluma and Environs

Land Use Designations

- Diverse Agriculture
- Land Extensive Agriculture
- Land Intensive Agriculture
- Resources & Rural Development
- Rural Residential
- Urban Residential
- Recreation / Visitor-Serving Commercial
- Public / Quasi-Public
- General Commercial
- Limited Commercial
- Limited Commercial/Traffic Sensitive
- General Industrial
- Limited Industrial
- Urban Service Boundary

Specific Area Policy - Applies on Parcel

- Urban Service Boundary
- Limited Industrial
- General Industrial
- Limited Commercial/Traffic Sensitive
- General Commercial
- Public / Quasi-Public
- Recreation / Visitor-Serving Commercial
- Urban Residential
- Rural Residential
- Resources & Rural Development
- Land Intensive Agriculture
- Land Extensive Agriculture
- Diverse Agriculture

**PLANNING COMMISSION
 RECOMMENDED DRAFT**

**Sonoma County General Plan 2020
 Land Use Element**

Permit and Resource Management Department
 2350 Ventura Avenue, Santa Rosa, California 95403
 707-255-9000 FAX: 707-255-7100

Scale: 1" = 1/2 Mile

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or missing the information.

PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1o

**GENERAL PLAN
 LAND USE ELEMENTS
 SONOMA COUNTY, PETELUMA AREA**

NORTH COAST RAILROAD AUTHORITY
 RUSSIAN RIVER DIVISION
 FREIGHT RAIL PROJECT

**FIGURE
 3.7-1o**

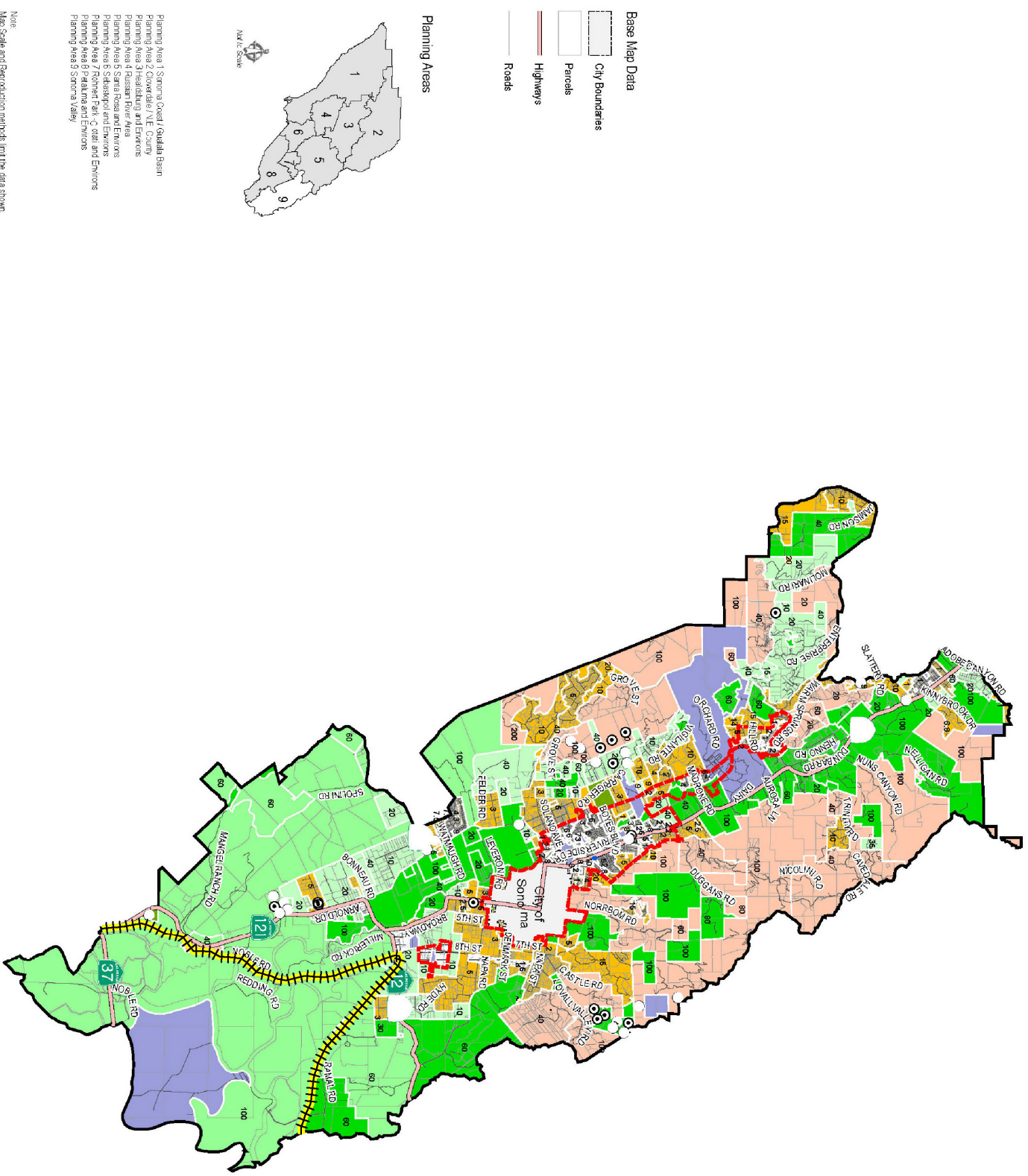
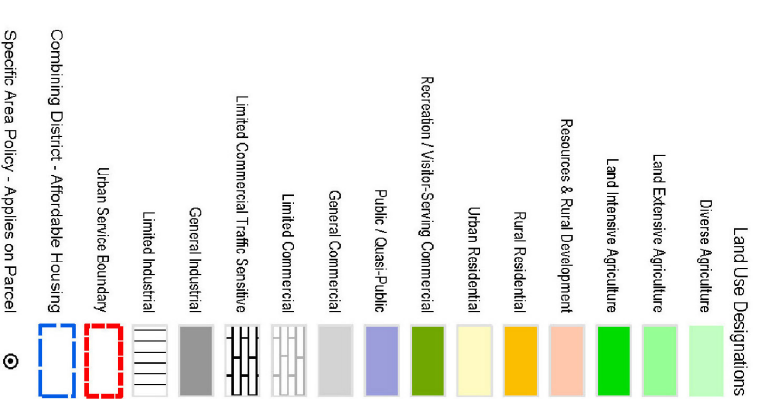


Figure LU-21
Land Use Map
 Sonoma Valley



PLANNING COMMISSION
RECOMMENDED DRAFT

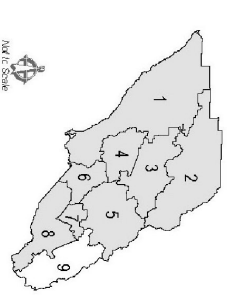


Sonoma County General Plan 2020
Land Use Element

Permit and Resource Management Department
 2555 G Street, Santa Rosa, CA 95402
 707-526-4300
 www.sonomacounty.org

Note:
 Map Scale and Reproduction methods limit the data shown.
 Map Scale: 1:155,340
 Map Date: 8/21/08
 Map Author: Kleinfelder
 Map Title: Sonoma County General Plan 2020 Land Use Element
 Map Number: LU-21
 Map Revision: 1
 Map Status: Recommended Draft
 Map Contact: Permit and Resource Management Department
 Map Address: 2555 G Street, Santa Rosa, CA 95402
 Map Phone: 707-526-4300
 Map Fax: 707-526-1122
 Map Email: planning@sonomacounty.org
 Map Website: www.sonomacounty.org

Planning Area 1 Sonoma Coast / Gualala Basin
 Planning Area 2 Cowiasta / NE County
 Planning Area 3 Redwood and Eureka
 Planning Area 4 Ukiah / Clear Lake
 Planning Area 5 Clear Lake
 Planning Area 6 Sebastopol and Eureka
 Planning Area 7 Ukiah Park, C. Hill and Eureka
 Planning Area 8 Ukiah and Eureka
 Planning Area 9 Sonoma Valley



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or missing the information.

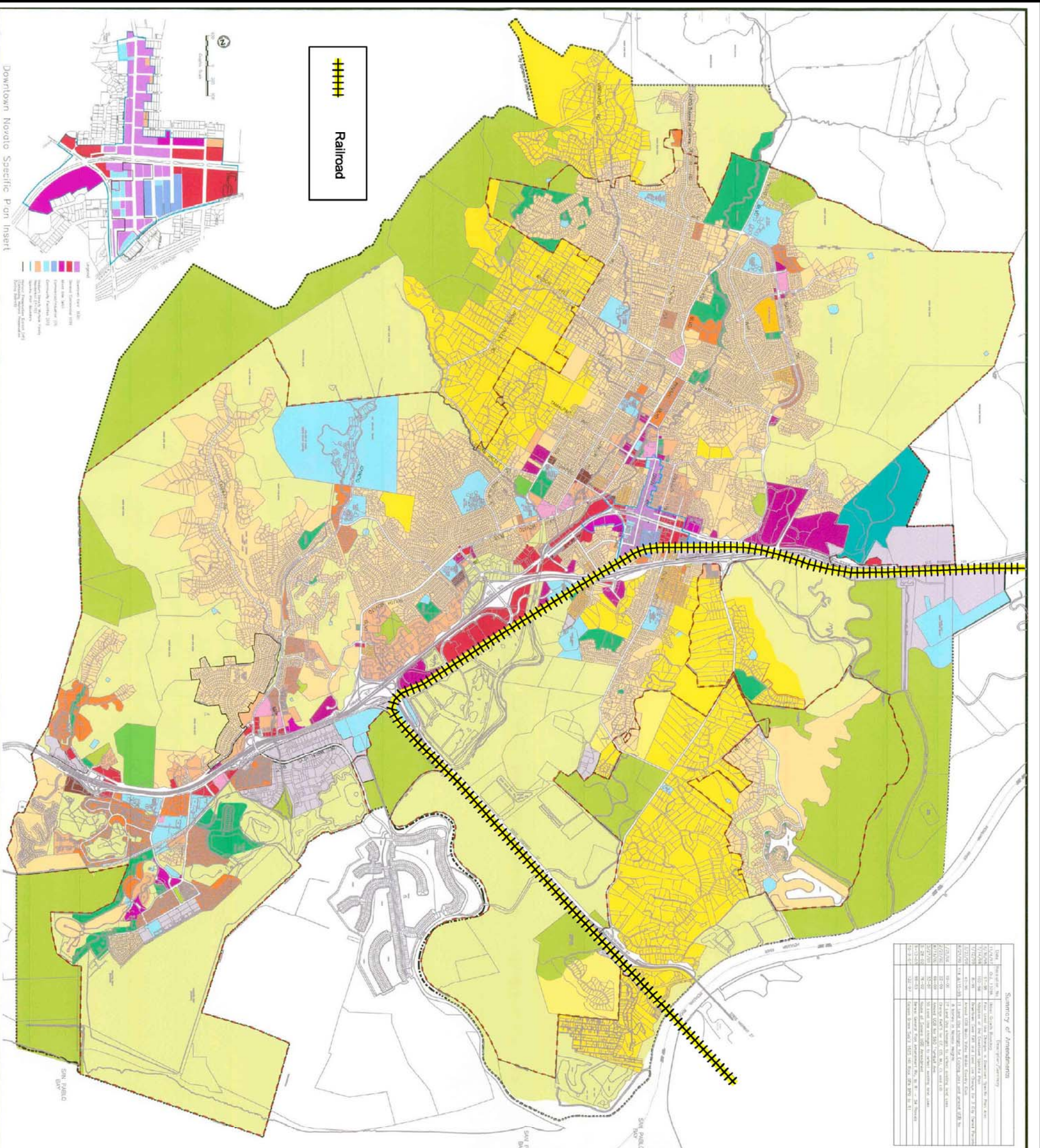


PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	PH
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1p

GENERAL PLAN
LAND USE ELEMENTS
SONOMA COUNTY, SONOMA VALLEY

NORTH COAST RAILROAD AUTHORITY
 RUSSIAN RIVER DIVISION
 FREIGHT RAIL PROJECT

FIGURE
3.7-1p



Summary of Amendments

Date	Project No.	Author/Version
11/14/07	78207	Initial Draft
01/17/08	78207	Final Draft
02/12/08	78207	Final Draft
03/12/08	78207	Final Draft
04/15/08	78207	Final Draft
05/15/08	78207	Final Draft
06/15/08	78207	Final Draft
07/15/08	78207	Final Draft
08/15/08	78207	Final Draft
09/15/08	78207	Final Draft
10/15/08	78207	Final Draft
11/15/08	78207	Final Draft
12/15/08	78207	Final Draft
01/15/09	78207	Final Draft
02/15/09	78207	Final Draft
03/15/09	78207	Final Draft
04/15/09	78207	Final Draft
05/15/09	78207	Final Draft
06/15/09	78207	Final Draft
07/15/09	78207	Final Draft
08/15/09	78207	Final Draft
09/15/09	78207	Final Draft
10/15/09	78207	Final Draft
11/15/09	78207	Final Draft
12/15/09	78207	Final Draft
01/15/10	78207	Final Draft
02/15/10	78207	Final Draft
03/15/10	78207	Final Draft
04/15/10	78207	Final Draft
05/15/10	78207	Final Draft
06/15/10	78207	Final Draft
07/15/10	78207	Final Draft
08/15/10	78207	Final Draft
09/15/10	78207	Final Draft
10/15/10	78207	Final Draft
11/15/10	78207	Final Draft
12/15/10	78207	Final Draft
01/15/11	78207	Final Draft
02/15/11	78207	Final Draft
03/15/11	78207	Final Draft
04/15/11	78207	Final Draft
05/15/11	78207	Final Draft
06/15/11	78207	Final Draft
07/15/11	78207	Final Draft
08/15/11	78207	Final Draft
09/15/11	78207	Final Draft
10/15/11	78207	Final Draft
11/15/11	78207	Final Draft
12/15/11	78207	Final Draft
01/15/12	78207	Final Draft
02/15/12	78207	Final Draft
03/15/12	78207	Final Draft
04/15/12	78207	Final Draft
05/15/12	78207	Final Draft
06/15/12	78207	Final Draft
07/15/12	78207	Final Draft
08/15/12	78207	Final Draft
09/15/12	78207	Final Draft
10/15/12	78207	Final Draft
11/15/12	78207	Final Draft
12/15/12	78207	Final Draft
01/15/13	78207	Final Draft
02/15/13	78207	Final Draft
03/15/13	78207	Final Draft
04/15/13	78207	Final Draft
05/15/13	78207	Final Draft
06/15/13	78207	Final Draft
07/15/13	78207	Final Draft
08/15/13	78207	Final Draft
09/15/13	78207	Final Draft
10/15/13	78207	Final Draft
11/15/13	78207	Final Draft
12/15/13	78207	Final Draft
01/15/14	78207	Final Draft
02/15/14	78207	Final Draft
03/15/14	78207	Final Draft
04/15/14	78207	Final Draft
05/15/14	78207	Final Draft
06/15/14	78207	Final Draft
07/15/14	78207	Final Draft
08/15/14	78207	Final Draft
09/15/14	78207	Final Draft
10/15/14	78207	Final Draft
11/15/14	78207	Final Draft
12/15/14	78207	Final Draft
01/15/15	78207	Final Draft
02/15/15	78207	Final Draft
03/15/15	78207	Final Draft
04/15/15	78207	Final Draft
05/15/15	78207	Final Draft
06/15/15	78207	Final Draft
07/15/15	78207	Final Draft
08/15/15	78207	Final Draft
09/15/15	78207	Final Draft
10/15/15	78207	Final Draft
11/15/15	78207	Final Draft
12/15/15	78207	Final Draft
01/15/16	78207	Final Draft
02/15/16	78207	Final Draft
03/15/16	78207	Final Draft
04/15/16	78207	Final Draft
05/15/16	78207	Final Draft
06/15/16	78207	Final Draft
07/15/16	78207	Final Draft
08/15/16	78207	Final Draft
09/15/16	78207	Final Draft
10/15/16	78207	Final Draft
11/15/16	78207	Final Draft
12/15/16	78207	Final Draft
01/15/17	78207	Final Draft
02/15/17	78207	Final Draft
03/15/17	78207	Final Draft
04/15/17	78207	Final Draft
05/15/17	78207	Final Draft
06/15/17	78207	Final Draft
07/15/17	78207	Final Draft
08/15/17	78207	Final Draft
09/15/17	78207	Final Draft
10/15/17	78207	Final Draft
11/15/17	78207	Final Draft
12/15/17	78207	Final Draft
01/15/18	78207	Final Draft
02/15/18	78207	Final Draft
03/15/18	78207	Final Draft
04/15/18	78207	Final Draft
05/15/18	78207	Final Draft
06/15/18	78207	Final Draft
07/15/18	78207	Final Draft
08/15/18	78207	Final Draft
09/15/18	78207	Final Draft
10/15/18	78207	Final Draft
11/15/18	78207	Final Draft
12/15/18	78207	Final Draft
01/15/19	78207	Final Draft
02/15/19	78207	Final Draft
03/15/19	78207	Final Draft
04/15/19	78207	Final Draft
05/15/19	78207	Final Draft
06/15/19	78207	Final Draft
07/15/19	78207	Final Draft
08/15/19	78207	Final Draft
09/15/19	78207	Final Draft
10/15/19	78207	Final Draft
11/15/19	78207	Final Draft
12/15/19	78207	Final Draft
01/15/20	78207	Final Draft
02/15/20	78207	Final Draft
03/15/20	78207	Final Draft
04/15/20	78207	Final Draft
05/15/20	78207	Final Draft
06/15/20	78207	Final Draft
07/15/20	78207	Final Draft
08/15/20	78207	Final Draft
09/15/20	78207	Final Draft
10/15/20	78207	Final Draft
11/15/20	78207	Final Draft
12/15/20	78207	Final Draft

Legend

- RURAL RESIDENTIAL (R1)
- VERY LOW DENSITY RESIDENTIAL (RV1)
- LOW DENSITY RESIDENTIAL (R1)
- MEDIUM DENSITY DETACHED RESIDENTIAL (R2)
- MEDIUM DENSITY RESIDENTIAL (R3)
- MEDIUM DENSITY MULTIPLE FAMILY RESIDENTIAL (R4)
- HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL (R5)
- MIXED USE (MU)
- NEIGHBORHOOD COMMERCIAL (CN)
- GENERAL COMMERCIAL (CO)
- DOWNTOWN CORE (CD)
- COMMERCIAL/INDUSTRIAL (CI)
- BUSINESS AND PROFESSIONAL OFFICE (BPO)
- RESEARCH/EDUCATION-INSTITUTIONAL (REI)
- LIGHT INDUSTRIAL/OFFICE (LIO)
- OPEN SPACE (OS)
- AGRICULTURE (AO)
- CONSERVATION (CON)
- PARKLAND (P)
- COMMUNITY FACILITIES (CF)

Key

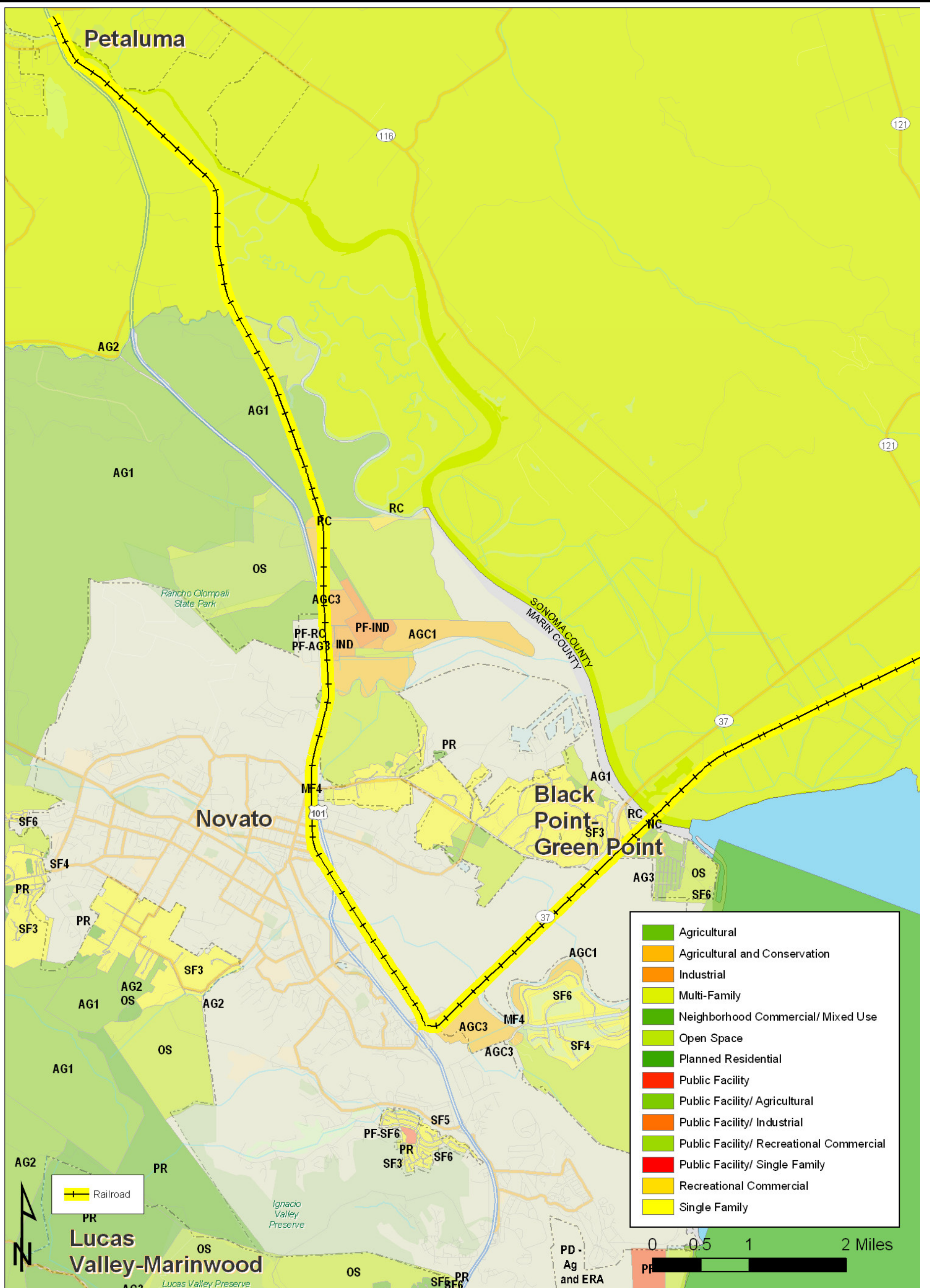
- CITY LIMITS
- URBAN GROWTH BOUNDARY (UGB)
- SPHERE OF INFLUENCE (LARGO)
- SPHERE OF INFLUENCE (CITY)
- DOWNTOWN SPECIFIC PLAN

NOVATO GENERAL PLAN LAND USE MAP LU 1
Adopted by City Council March 8th, 1996 Resolution #21-96

SCALE 1"=1200'
Printed Date: May 20, 2008

The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.

<p>KLEINFELDER Bright People. Right Solutions. www.kleinfelder.com</p>	PROJECT NO.	78207	<p>GENERAL PLAN LAND USE ELEMENTS CITY OF NOVATO</p>	<p>FIGURE 3.7-1q</p>
	DRAWN:	8/7/08		
	DRAWN BY:	PH	<p>NORTH COAST RAILROAD AUTHORITY RUSSIAN RIVER DIVISION FREIGHT RAIL PROJECT</p>	
	CHECKED BY:	BM		
FILE NAME:	Figure 3.7-1q			



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or missing the information.



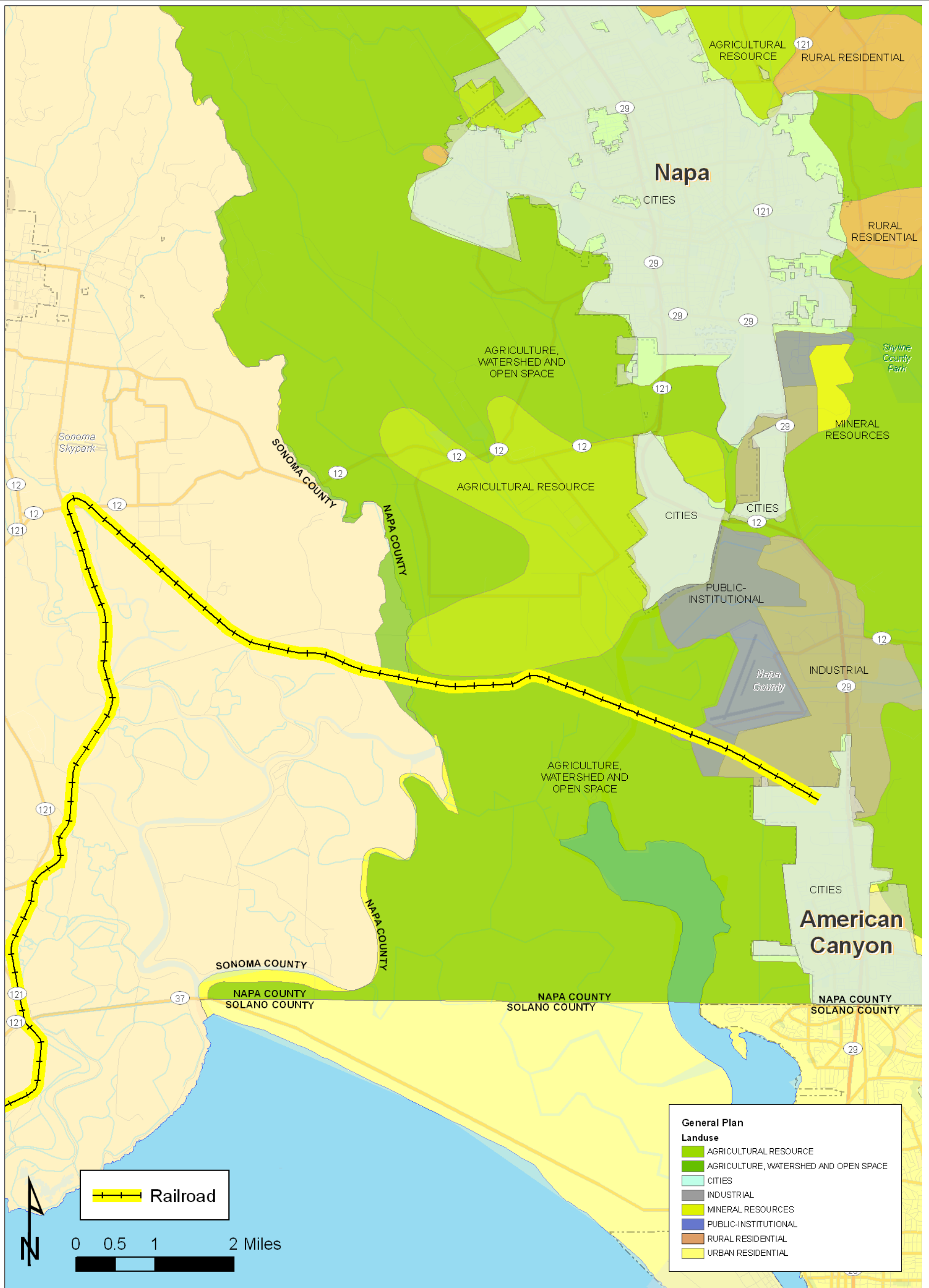
PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	IPM
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1r

**GENERAL PLAN
LAND USE ELEMENTS
MARIN COUNTY, NOVATO AREA**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE

3.7-1r



The information included on this graphic representation has been compiled from a variety of sources and is subject to change without notice. Kleinfelder makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a land survey product nor is it designed or intended as a construction design document. The use or misuse of the information contained on this graphic representation is at the sole risk of the party using or misusing the information.



PROJECT NO.	78207
DRAWN:	8/21/08
DRAWN BY:	IPM
CHECKED BY:	BM
FILE NAME:	Figure 3.7-1s

**GENERAL PLAN
LAND USE ELEMENTS
NAPA COUNTY**

NORTH COAST RAILROAD AUTHORITY
RUSSIAN RIVER DIVISION
FREIGHT RAIL PROJECT

FIGURE

3.7-1s