

5 ALTERNATIVES TO THE PROPOSED PROJECT

CEQA Guidelines require that an EIR include the description and comparative analysis of alternatives to the proposed project, including both a No Project Alternative and a reasonable range of alternatives that could feasibly obtain the project's objectives.

The following discussion is intended to inform the public and decision makers of feasible alternatives to the proposed East Washington Place project. Each alternative is analyzed against the impact factors considered in Chapter 4. Table 5-1 summarizes the results of the analysis.

The alternatives analyzed in this chapter are:

- ◆ **No Project Alternative with the Existing General Plan.** Under this alternative, which is required under CEQA, the proposed project would not be constructed and the site would be redeveloped per the current zoning designations for residential and light industrial uses.
- ◆ **No Project with the Proposed General Plan.** Under this alternative, which is required under CEQA, the proposed project would not be constructed and the site would be redeveloped per the proposed General Plan land use and zoning designations.
- ◆ **Mitigated Project Alternative.** This alternative is designed to avoid many of the impacts identified in Chapter 4 resulting from the proposed project.
- ◆ **Bus Yard Alternative.** The bus yard would remain on-site for this alternative. The residential development would be redesigned in a similar fashion to the proposed site plan to maintain the same number of units as the proposed project, but the retail portion of the project would be reduced to a maximum of 250,000 square feet.
- ◆ **Retail/Residential Alternative.** This alternative would involve the construction of residential uses along Kenilworth Drive and retail along Highway 101.

TABLE 5-1 COMPARISON OF PROJECT ALTERNATIVES

Topic	No Project					
	Alternative with the Existing General Plan	No Project with the Proposed General Plan	Mitigated Project Alternative	Bus Yard Alternative	Retail/Residential Alternative	All Retail Alternative
Aesthetics	0	0	0	0	0	0
Agricultural Resources	0	0	0	0	0	0
Air Quality	++	++	++	0	++	0
Biological Resources	0	0	0	0	0	0
Cultural Resources	0	0	0	0	0	0
Geology and Soils	0	0	0	0	0	0
Hazards and Hazardous Materials	0	0	0	0	0	0
Hydrology and Water Quality	0	0	0	0	0	0
Land Use	0	0	0	0	0	--
Noise	++	++	++	0	++	++
Population, Housing and Urban Decay	+	0	0	+	0	-
Public Services	+	0	+	+	0	+
Transportation	+	0	+	+	0	0
Utilities	+	0	+	+	0	+

- ◆ **All Retail Alternative.** This alternative includes the construction and operation of retail uses only on the site. No residential units would be constructed.

Unless an alternative is directly related to one of the City's General Plans (i.e. No Project Alternative with Existing General Plan), both the existing and proposed General Plans have been considered in the evaluation of the alternatives below. The purpose of considering both plans is to determine whether pursuit of a particular alternative would result in different conclusions under either plan. Unless otherwise stated, the conclusions of the impact analyses below would apply under the implementation of either the existing or proposed General Plan.

Because the land use and zoning designations for the site would be different under the existing and proposed General Plans, a discussion of each is appropriate. The current General Plan land use designation for the site is "Existing School District Lands" for the majority of the site, with the southern portion designated as "Industrial." The current zoning designation for the site is "R-1-6,500" and "Light Industrial." While the existing General Plan shows the majority of the site as "Existing School District Lands," given current State development standards for school sites, the site would most likely not be redeveloped as a school because it is adjacent or near roadways with a high volume of traffic. Therefore, the site would be developed according to its existing zoning, which is single-family residential (R-1-6,500) and light industrial (ML). Applying these zoning categories to the project site, the site could accommodate approximately 218 single-family units and up to 123,000 square feet of light industrial use. The light industrial use could include retaining the bus yard facilities on-site. The residential units would be designed to provide a 150-foot buffer along the freeway.

Under the proposed General Plan, the land use designation for the site would change to "Mixed Use." Subsequent to adoption of the General Plan, the City's zoning ordinance would be rewritten and parcels would be rezoned, as necessary. The proposed project site would be rezoned from R-1-6,500 and

Light Industrial to “Planned Unit Development.” The “Mixed Use” designation allows up to a maximum of 30 dwelling units per acre (DUA) and the permitted Floor Area Ratio (FAR) for residential and non-residential uses is 2.5. The FAR is calculated by dividing total floor area of the proposed use category (i.e. retail) by the total area of the site. The residential units would be designed to provide a 150-foot buffer along the freeway.

A. The No Project Alternative with Existing General Plan

This section qualitatively evaluates the potential environmental impacts of the No Project Alternative, which is required under CEQA to be considered in an EIR. Since the site is unlikely to stay undeveloped, the No Project Alternative for the purposes of this EIR assumes that some development of the site would occur as is allowed by adopted City regulations.

1. Principal Characteristics

Under the No Project Alternative the project site would not be developed as proposed, but rather would develop as currently allowed by the City’s General Plan and Zoning Code. The extent of potential development that could occur within this regulatory framework is discussed above in the introductory portion of this chapter.

2. Impact Analysis

This section describes the potential environmental impacts from the No Project Alternative for each of the environmental factors considered in Chapter 4 of this EIR.

a. Aesthetics

The No Project Alternative would develop the site with urban uses, similar to the proposed project. As a result, the visual character of the site would change from open playing fields for most of the site to residential and light industrial uses. However, as with the proposed project, the new development would be subject to SPARC review, as well as the City’s regulations regarding

lighting. Since the proposed project can be mitigated to less than significant, the No Project Alternative would not avoid a significant impact, and overall the Alternative's potential aesthetic impacts would be similar to the proposed project.

b. Agricultural Resources

The No Project Alternative would result in the development of urban uses on the project site, which does not have any active agricultural activities. It is assumed that any future developer of the site would be required to provide access to the fairgrounds and provide disclosure of the existing fair activities, similar to the proposed project. As a result, the Alternative would not affect the fairgrounds' ability to continue to support local agricultural activities. Thus, the No Project Alternative would not result in a significant impact to agricultural resources, similar to the proposed project.

c. Air Quality

The No Project Alternative would result in development consistent with the Bay Area Air Quality Management District's existing regulations. It would also be less intense than the proposed project, with a reduction in residential units and square footage. The retail would be replaced with industrial uses, which often have lower traffic generation rates. As a result, the anticipated air quality impacts associated with traffic emissions would be reduced. Since the No Project Alternative would result in fewer emissions, it is possible that it could avoid the significant and unavoidable impact caused by the proposed project. It would avoid the significant impact associated with the freeway emissions since there would be a 150-foot buffer. Also, the No Project Alternative would avoid the significant impact associated with inconsistency with the latest clean air planning assumptions since it would be consistent with the City's regulations. As a result, the No Project Alternative would be significantly better than the proposed project.

d. Biological Resources

The proposed project would have mitigable impacts on nesting raptors and wetlands. The No Project Alternative would have the same potential impacts

since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the No Project Alternative would have a similar biological impact as the proposed project.

e. Cultural Resources

The proposed project would have mitigable impacts on buried cultural resources. The No Project Alternative would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the No Project Alternative would have a similar cultural resources impact as the proposed project.

f. Geology and Soils

The proposed project would have mitigable impacts associated with the soil conditions on-site. The No Project Alternative would have the same potential impacts since it would result in the development of the entire site and would be exposed to the same soil conditions. It would be required to comply with the same mitigation as the proposed project. As a result, the No Project Alternative would have a similar geology and soils impact as the proposed project.

g. Hazards and Hazardous Materials

The proposed project would have mitigable impacts associated with the need to remediate the contamination at the bus yard, as well as the need to reduce the risk of fire during construction as a result of the annual fireworks show. The No Project Alternative would have the same potential impacts since it would result in the development of the entire site, including the bus yard. It would be required to comply with the same mitigation as the proposed project. As a result, the No Project Alternative would have a similar impact associated with hazards and hazardous materials as the proposed project.

h. Hydrology and Water Quality

The No Project Alternative would develop the site for urban uses. Since development would be different than the proposed project, the on-site drainage system would be designed differently than the proposed project. However, the proposed drainage system would need to comply with the same federal, State and regional requirements for stormwater control and treatment. As a result, the No Project Alternative would need to comply with the same mitigation as the proposed project to avoid a significant impact, which would result in both having a similar impact.

i. Land Use

The No Project Alternative would place urban uses, including residential uses, adjacent to the fairgrounds. As a result, the No Project Alternative would result in similar land use compatibility impacts as the proposed project and would have a similar land use impact.

j. Noise

The No Project Alternative would construct residential and industrial uses on the project site. The industrial uses would not be affected by the noise levels. However, the residential units would be subject to the same noise impacts as the proposed project, specifically Highway 101 and the Petaluma Speedway. Assuming that the project was designed with a high sound wall, with the residential units turned away from the highway, and the air quality buffer adding additional distance from the freeway to meet City requirements, the No Project Alternative could potentially avoid the significant, unavoidable exterior noise impact that results with the proposed project. As with the proposed project, the significant interior noise impacts associated with the freeway and speedway would also be mitigated to a less-than-significant level. As a result, the No Project Alternative would be considered a significant improvement over the proposed project.

k. Population, Housing and Urban Decay

The proposed project would not result in a significant impact associated with population and housing growth or urban decay. The No Project Alternative

would not result in a significant impact since it is consistent with the growth assumptions of the General Plan. In addition, it would not construct additional retail uses that could contribute to urban decay, unlike the proposed project. However, since the proposed project would not result in a significant population, housing and urban decay impact, the No Project Alternative would not result in a substantial improvement, even though it does not include a retail component.

l. Public Services

As with the proposed project, the No Project Alternative would require the expansion of public services to serve the new development. Since the No Project Alternative would result in fewer housing units and square footage of non-residential development, the amount of public services would be less than the proposed project. However, since the proposed project would not result in a significant public services impact, the No Project Alternative would not result in a substantial improvement, even though it would not create as much of a demand for public services.

m. Transportation

The No Project Alternative would result in development consistent with the City's existing regulations. It would also be less intense than the proposed project, with a reduction in residential units and square footage. The retail would be replaced with industrial uses, which often have lower traffic generation rates. As a result, the anticipated traffic generated with the project would be less than the proposed project. With appropriate site design the No Project Alternative would be able to mitigate the same impacts that the proposed project can mitigate, so it would not be anticipated to create any new impacts. However, while the No Project Alternative would result in less traffic, it would still result in a significant and unavoidable impact related to the capacities of Highway 101 and the Lakeville Street/Caulfield Lane intersection since both will be operating at a level of service (LOS) of F without any additional development. Therefore, any increase in traffic from the development of the project site would significantly impact those facilities. As a re-

sult, the No Project Alternative would not result in a substantial improvement, even though it would generate less traffic.

n. Utilities

As with the proposed project, the No Project Alternative would generate additional demand for water, sewer, and solid waste disposal to serve the new development. Since the No Project Alternative would result in fewer housing units and square footage of non-residential development, the demand for utilities would be less than the proposed project. However, the alternative would still result in a demand for additional water that could exceed existing supplies, thereby contributing to a significant, unavoidable impact related to water supply. As a result, the No Project Alternative would not result in a substantial improvement, even though it would not create as much of a demand for utilities.

3. Ability to Meet Project Objectives

The No Project Alternative would not achieve most of the project objectives, since it would not result in higher density residential units, nor in the development of retail on-site. It would provide for alternative employment opportunities and in-fill residential, however.

4. Reasons for Not Selecting This Alternative

The No Project Alternative has not been selected because it would not provide the desired mixture of residential and retail uses on the project site.

B. No Project with the Proposed General Plan

This section qualitatively evaluates the potential environmental impacts of the No Project Alternative (with proposed General Plan) under the assumption that the 2025 General Plan would be adopted. Since the site is unlikely to stay undeveloped, this alternative for the purposes of this EIR, assumes that some development of the site would occur, as permitted and envisioned under the proposed General Plan.

1. Principal Characteristics

Under the No Project Alternative (with proposed General Plan) the project site would not be developed as proposed, but would be developed in accordance with the City's proposed General Plan. The General Plan land use designation for the entire site would be "Mixed Use." Under the rewritten zoning code, the project applicant would need to have the site rezoned from R-1-6,500 and Light Industrial to "Planned Unit District" (PUD).

As a result, the analysis of this alternative assumes an equal amount of residential and retail development to the proposed project. While it is possible that this alternative could result in a greater amount of development than that proposed, for reasons explained above, it would be speculative to state what that level of development may be. As a result, a comparable level of development has been assumed provides and provides a reasonable means of analysis.

2. Impact Analysis

This section describes the potential environmental impacts from the No Project Alternative (with proposed General Plan) for each of the environmental factors considered in Chapter 4 of this EIR.

a. Aesthetics

The No Project Alternative (with proposed General Plan) would develop the site with urban uses, similar to the proposed project. As a result, the visual character of the site would change from open playing fields for most of the site to a mix of residential and retail uses. However, as with the proposed project, the new development would be subject to SPARC review, as well as the City's regulations regarding lighting. Since the proposed project can be mitigated to less than significant, the No Project Alternative (with proposed General Plan) would not avoid a significant impact, and overall the Alternative's potential aesthetic impacts would be similar to the proposed project.

b. Agricultural Resources

The No Project Alternative (with proposed General Plan) would result in the development of urban uses on the project site, which does not have any active agricultural activities. It is assumed that any future developer of the site would be required to provide access to the fairgrounds and provide disclosure of the existing fair activities, similar to the proposed project. As a result, this alternative would not affect the fairgrounds' ability to continue to support local agricultural activities. Thus, the No Project Alternative (with proposed General Plan) would result in a similar impact as the proposed project.

c. Air Quality

The No Project Alternative (with proposed General Plan) would result in development consistent with the Bay Area Air Quality Management District's existing regulations. Development could be as equally as intense as the proposed project, with a comparable number of residential units and square footage of retail. As a result, the anticipated air quality impacts associated with traffic emissions could be comparable to those associated with the proposed project. The No Project Alternative (with proposed General Plan) would avoid the significant impact associated with the freeway emissions since there would be a 150-foot buffer. This Alternative would avoid the significant impact associated with inconsistency with the latest clean air planning assumptions since it would be approved under the City's proposed General Plan. As a result, the No Project Alternative (with proposed General Plan) would be a substantial improvement over the proposed project.

d. Biological Resources

The proposed project would have mitigable impacts on nesting raptors and wetlands. The No Project Alternative (with proposed General Plan) would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the No Project Alternative would have a similar impact on biological resources as the proposed project.

e. Cultural Resources

The proposed project would have mitigable impacts on buried cultural resources. The No Project Alternative (with proposed General Plan) would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the No Project Alternative would have a similar cultural resources impact as the proposed project.

f. Geology and Soils

The proposed project would have mitigable impacts associated with the soil conditions on-site. The No Project Alternative (with proposed General Plan) would have the same potential impacts since it would result in the development of the entire site and would be exposed to the same soil conditions. It would be required to comply with the same mitigation as the proposed project. As a result, the No Project Alternative would have a similar geology and soils impact as the proposed project.

g. Hazards and Hazardous Materials

The proposed project would have mitigable impacts associated with the need to remediate the contamination at the bus yard, possible asbestos in the Carter Field Little League facilities, as well as the need to reduce the risk of fire during construction as a result of the annual fireworks show. The No Project Alternative (with proposed General Plan) would have the same potential impacts since it would result in the development of the entire site, including the bus yard. It would be required to comply with the same mitigation as the proposed project. As a result, the No Project Alternative would have a similar impact associated with hazards and hazardous materials as the proposed project.

h. Hydrology and Water Quality

The No Project Alternative (with proposed General Plan) would develop the site for urban uses. Since development would be different than the proposed project, the on-site drainage system would be designed differently than the proposed project. However, the proposed drainage system would need to

comply with the same federal, State and regional requirements for stormwater control and treatment. As a result, the No Project Alternative (with proposed General Plan) would need to comply with the same mitigation as the proposed project to avoid a significant impact. As a result, the No Project Alternative (with proposed General Plan) would result in a similar impact to the proposed project in relation to hydrology and water quality.

i. Land Use

The No Project Alternative (with proposed General Plan) would place urban uses, including residential uses, adjacent to the fairgrounds. As a result, the No Project Alternative (with proposed General Plan) would result in similar land use compatibility impacts as the proposed project and would have a similar land use impact.

j. Noise

The No Project Alternative (with proposed General Plan) would construct residential and retail uses on the project site. The residential units would be subject to the same noise impacts as the proposed project, specifically those caused by Highway 101 and the Petaluma Speedway. Assuming that the project was designed with a high sound wall, with the residential units turned away from the highway, and the air quality buffer adding additional distance from the freeway to meet City requirements, the No Project Alternative (with proposed General Plan) could potentially avoid the significant, unavoidable exterior noise impact that results with the proposed project. The significant interior noise impacts associated with the freeway and speedway would also be mitigated to a less-than-significant level. As a result, depending on the site layout, the No Project Alternative (with proposed General Plan) would be considered a significant improvement over the proposed project.

k. Population, Housing and Urban Decay

The proposed project would not result in a significant impact associated with population and housing growth or urban decay. Similarly, the No Project Alternative (with proposed General Plan) would not result in a significant impact since it would result in the same amount of retail development as the

proposed project. As a result, this alternative would have a similar level of impact to the proposed project.

l. Public Services

As with the proposed project, the No Project Alternative (with proposed General Plan) would require the expansion of public services to serve the new development. Since this alternative would result in the same number of housing units and square footage of non-residential development, the amount of public services would be equal to the proposed project. As a result, this alternative would have a similar level of impact to the proposed project.

m. Transportation

The No Project Alternative (with proposed General Plan) would result in development consistent with the City's proposed General Plan and zoning code. Because an equal level of development to that of the proposed project has been assumed, the anticipated traffic generated under this alternative would be equal to the proposed project. With appropriate site design the No Project Alternative (with proposed General Plan) would be able to mitigate the same impacts that the proposed project can mitigate, so it would not be anticipated to create any new impacts. The No Project Alternative (with proposed General Plan) would still result in a significant and unavoidable impact related to the capacities of Highway 101 and the Lakeville Street/Caulfield Lane intersection since both will be operating at a LOS of F without any additional development. As a result, the No Project Alternative (with proposed project) would result in a similar impact as the proposed project.

n. Utilities

As with the proposed project, the No Project Alternative (with proposed General Plan) would generate additional demand for water, sewer, and solid waste disposal to serve the new development. Since this would result in a comparable number of housing units and square footage of non-residential development, the demand for utilities would be equal to that created by the proposed project. As a result, the No Project Alternative (with proposed

General Plan) would result in the same level of impact to utilities as the proposed project.

3. Ability to Meet Project Objectives

The No Project Alternative (with proposed General Plan) would achieve all the project objectives, since a comparable mix and intensity of uses could be developed on the site.

4. Reasons for Not Selecting This Alternative

The No Project Alternative (with proposed General Plan) has not been selected because it does not present a viable development alternative, whereas one currently exists under the proposed project. This alternative would ensure consistency with the proposed General Plan, however the components of this alternative (i.e. amount of residential uses) have not been defined, an applicant does not exist in support of this alternative, and it is therefore less likely that the City would achieve its General Plan policies related to infill and redevelopment under this alternative.

C. *The Mitigated Project Alternative*

This section qualitatively evaluates the potential environmental impacts of the Mitigated Project Alternative.

1. Principal Characteristics

The Mitigated Project Alternative was designed to attempt to avoid or minimize some of the impacts associated with the proposed project and to improve the circulation on the site to encourage pedestrian and bicycle use. As a result of the changes, the residential component would be reduced to about 115 units, or by about one-half, and the commercial component would be reduced by 3,500 square feet. Figure 5-1 depicts a sketch of the Mitigated Project Alternative. The following provides an overview of the key changes:

- ◆ **Air Quality Buffer.** To avoid the significant, unavoidable impact associated with pollutants from Highway 101 a 150-foot buffer is included be-

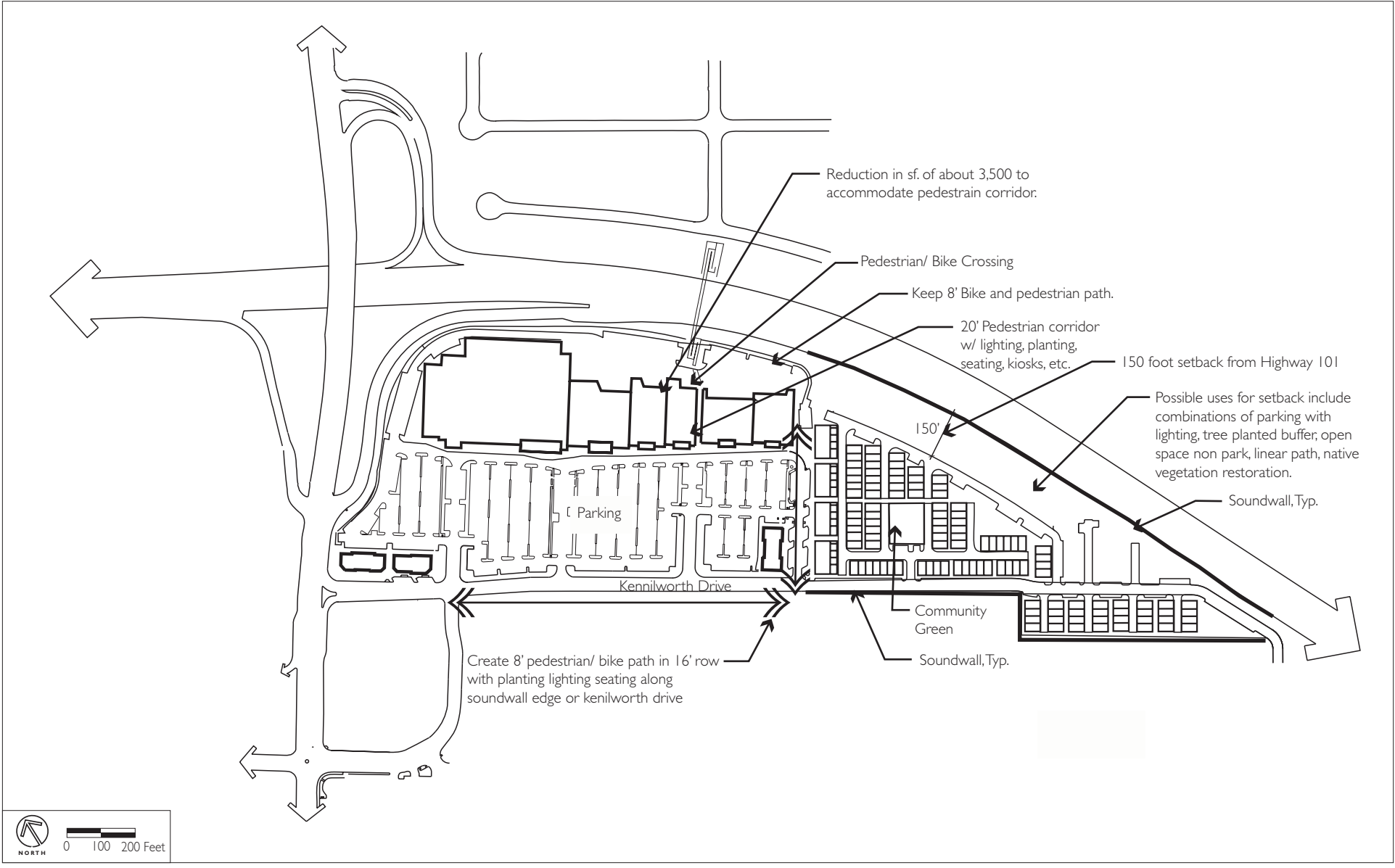


FIGURE 5-1

MITIGATED PROJECT ALTERNATIVE

tween the residential units and the property line along Highway 101. Parking and other non-residential uses would be allowed in the buffer and the majority of the area would be designed as a vegetated pedestrian/bicycle linear path. Adequate lighting and appropriate landscaping would be provided in this area to discourage unwanted activities.

- ◆ **Noise Barrier.** The sound wall would be increased to 14 feet in height to reduce the noise levels. The common recreational area would be moved away from the freeway to further reduce the noise levels.
- ◆ **Pedestrian/Bicycle Connections.** While not identified as a specific environmental impact, the site design has also been modified to improve the bicycle and pedestrian connections on the site. For example, the large retail stores would be separated to allow for a pedestrian corridor, with lighting and seating, to connect the Highway 101 pedestrian overpass to the active side of the project. Instead of having to walk behind the retail buildings, the people using the overcrossing would connect with the pedestrian corridor that would lead to the entrances of the retail stores. Another improvement would be to create a pedestrian/bicycle path along the west side of Kenilworth Drive along the fairgrounds property to better connect the residential area with the other uses along East Washington Street, such as the swimming pool, skate park, library and adjacent retail.
- ◆ **Mitigation Measures.** The Mitigated Project Alternative would incorporate all of the mitigation measures identified for the proposed project in this EIR.

2. Impact Analysis

This section describes the potential environmental impacts from the Mitigated Project Alternative for each of the environmental factors considered in Chapter 4 of this EIR.

a. Aesthetics

The Mitigated Project Alternative would develop the site with urban uses, similar to the proposed project. As a result, the visual character of the site

would change from open playing fields for most of the site to residential and commercial uses. However, as with the proposed project, the new development would be subject to SPARC review, as well as the City's regulations regarding lighting. Since the proposed project can be mitigated to less than significant, the Mitigated Project Alternative would not avoid a significant impact, and overall the Alternative's potential aesthetic impacts would be similar to the proposed project.

b. Agricultural Resources

The Mitigated Project Alternative would result in the development of urban uses on the project site, which does not have any active agricultural activities. It is assumed that any future developer of the site would be required to provide access to the fairgrounds and provide disclosure of the existing fair activities, similar to the proposed project. As a result, the Alternative would not affect the fairgrounds' ability to continue to support local agricultural activities. Thus, the Mitigated Project Alternative would not result in a significant impact to agricultural resources, similar to the proposed project.

c. Air Quality

The Mitigated Project Alternative would result in the development of fewer residential units; however, it would still require a General Plan Amendment under the proposed General Plan, which designates the site as "Existing School District Lands." Since there would be fewer residential units, the anticipated air quality impacts associated with traffic emissions would be reduced. It would avoid the significant impact associated with the freeway emissions since there would be a 150-foot buffer. However, the Mitigated Project Alternative would not avoid the significant unavoidable impact associated with an inconsistency with the latest clean air planning assumptions. Since the Mitigated Project Alternative would avoid some significant impacts, it would be significantly better than the proposed project.

d. Biological Resources

The proposed project would have mitigable impacts on nesting raptors and wetlands. The Mitigated Project Alternative would have the same potential

impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the Mitigated Project Alternative would have a similar biological impact as the proposed project.

e. Cultural Resources

The proposed project would have mitigable impacts on buried cultural resources. The Mitigated Project Alternative would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the Mitigated Project Alternative would have a similar cultural resources impact as the proposed project.

f. Geology and Soils

The proposed project would have mitigable impacts associated with the soil conditions on-site. The Mitigated Project Alternative would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the Mitigated Project Alternative would have a similar geology and soils impact as the proposed project.

g. Hazards and Hazardous Materials

The proposed project would have mitigable impacts associated with the need to remediate the contamination at the bus yard, as well as the need to reduce the risk of fire during construction as a result of the annual fireworks show. The Mitigated Project Alternative would have the same potential impacts since it would result in the development of the entire site, including the bus yard. It would be required to comply with the same mitigation as the proposed project. As a result, the Mitigated Project Alternative would have a similar impact associated with hazards and hazardous materials as the proposed project.

h. Hydrology and Water Quality

The Mitigated Project Alternative would develop the site for urban uses. The drainage system would be similar to the proposed project and would need to comply with the same federal, State and regional requirements for stormwater control and treatment. As a result, the Mitigated Project Alternative would result in a similar impact as the proposed project.

i. Land Use

The Mitigated Project Alternative would place urban uses, including residential uses, adjacent to the fairgrounds. In relation to the existing and proposed General Plans, this alternative would have a varying degree of consistency, similar to the proposed project. The alternative would be consistent with the proposed 2025 General Plan land use designation of “Mixed Use” whereas an amendment would be required under the existing 1987 General Plan designation of “Existing School District Lands.” As a result, the Mitigated Project Alternative would result in similar land use compatibility impacts as the proposed project and would have a similar land use impact.

j. Noise

The Mitigated Project Alternative would construct residential and industrial uses on the project site. The design of the Mitigated Project Alternative would remove residential units from the area subject to noise levels above 65 dBA and would incorporate a 14-foot soundwall. As a result, the Mitigated Project Alternative could potentially avoid the significant, unavoidable exterior noise impact that would occur with the proposed project. As with the proposed project, the significant interior noise impacts associated with the freeway and speedway would also be mitigated to a less-than-significant level. As a result, the Mitigated Project Alternative would be considered a significant improvement over the proposed project.

k. Population, Housing and Urban Decay

The proposed project would not result in a significant impact associated with population and housing growth or urban decay. The Mitigated Project Alternative would also not result in negative, unplanned growth and would re-

sult in a similar amount of retail development. As a result, the Mitigated Project Alternative would have a similar impact as the proposed project.

l. Public Services

As with the proposed project, the Mitigated Project Alternative would require the expansion of public services to serve the new development. Since the Mitigated Project Alternative would result in fewer housing units, the amount of public services would be less than the proposed project. However, since the proposed project would not result in a significant public services impact, the Mitigated Project Alternative would not result in a substantial improvement, even though it would not create as much of a demand for public services.

m. Transportation

The Mitigated Project Alternative would result in development consistent with the City's existing regulations. It would also be less intense than the proposed project, with a reduction in residential units. As a result, the anticipated traffic generated with the project would be less than the proposed project. With appropriate site design the Mitigated Project Alternative would be able to mitigate the same impacts that the proposed project can mitigate, so it would not be anticipated to create any new impacts. However, while the Mitigated Project Alternative would result in less traffic, it would still result in a significant and unavoidable impact related to the capacities of Highway 101 and the Lakeville Street/Caulfield Lane intersection since both will be operating at a LOS of F without any additional development. Therefore, any increase in traffic from the development of the project site would significantly impact those facilities. As a result, the Mitigated Project Alternative would not result in a substantial improvement, even though it would generate less traffic.

n. Utilities

As with the proposed project, the Mitigated Project Alternative would generate an increased demand for water, sewer and solid waste disposal. Since the Mitigated Project Alternative would result in fewer housing units, the de-

mand for utilities would be less than the proposed project. However, the alternative would still result in a demand for additional water that could exceed existing supplies, thereby contributing to a significant, unavoidable impact related to water supply. As a result, the Mitigated Project Alternative would not result in a substantial improvement, even though it would not create as much of a demand for water, sewer and solid waste disposal.

3. Ability to Meet Project Objectives

The Mitigated Project Alternative would meet the majority of the project objectives, though it would not provide the number of residential units that are identified in the project objectives.

4. Reasons for Not Selecting This Alternative

The primary reason that the Mitigated Project Alternative has not been selected is because it would not provide enough housing, which is one of the key objectives of the project applicant.

D. The Bus Yard Alternative

This section qualitatively evaluates the potential environmental impacts of the Bus Yard Alternative.

1. Principal Characteristics

This alternative assumes that the Petaluma City Schools Bus Yard, with the associated transportation and warehouse facilities, would not be relocated from the project site to the proposed new location at 1240 North McDowell Boulevard. To facilitate this, the residential portion of the project would be redesigned to allow for the facility to remain, but the general layout, density and total number of residential units would not change. The retail component of the project would be reduced to a maximum square footage of 250,000 square feet to allow the residential units to utilize more of the property currently proposed for retail uses.

2. Impact Analysis

This section describes the potential environmental impacts from the Bus Yard Alternative for each of the environmental factors considered in Chapter 4 of this EIR.

a. Aesthetics

The Bus Yard Alternative would develop the site with urban uses, similar to the proposed project. As a result, the visual character of the site would change from open playing fields for most of the site to residential, commercial, or light industrial uses. However, as with the proposed project, the new development would be subject to SPARC review, as well as the City's regulations regarding lighting. Since the proposed project can be mitigated to less than significant, the Bus Yard Alternative would not avoid a significant impact, and overall the Alternative's potential aesthetic impacts would be similar to the proposed project.

b. Agricultural Resources

The Bus Yard Alternative would result in the development of urban uses on the project site, which does not have any active agricultural activities. It is assumed that any future developer of the site would be required to provide access to the fairgrounds and provide disclosure of the existing fair activities, similar to the proposed project. As a result, the Alternative would not affect the fairgrounds' ability to continue to support local agricultural activities. Thus, the Bus Yard Alternative would not result in a significant impact to agricultural resources, similar to the proposed project.

c. Air Quality

The Bus Yard Alternative would result in the development of less retail; however, it would still require a General Plan Amendment under the proposed General Plan, which designates the site as "Existing School District Lands." Since there would be less retail square footage, the anticipated air quality impacts associated with traffic emissions would be reduced, but it may not avoid the significant, unavoidable impact. However, the Bus Yard Alternative would not avoid the significant unavoidable impacts resulting from an incon-

sistency with latest clean air planning assumptions, and it does not include the 150-foot buffer. Because the Bus Yard Alternative would not avoid any significant impacts, it would have a similar air quality impact to the proposed project.

d. Biological Resources

The proposed project would have mitigable impacts on nesting raptors and wetlands. The Bus Yard Alternative would have the same potential impacts since it would result in the development of portions of the site where wetlands have been identified or where raptors could exist. It would be required to comply with the same mitigation as the proposed project. As a result, the Bus Yard Alternative would have a similar biological impact as the proposed project.

e. Cultural Resources

The proposed project would have mitigable impacts on buried cultural resources. The Bus Yard Alternative would have the same potential impacts since it would result in the development of the entire site, with the exception of the bus maintenance facility. It would be required to comply with the same mitigation as the proposed project. As a result, the Bus Yard Alternative would have a similar cultural resources impact as the proposed project.

f. Geology and Soils

The proposed project would have mitigable impacts associated with the soil conditions on-site. The Bus Yard Alternative would have the same potential impacts since it would result in the development of the entire site, with the exception of the bus maintenance facility. It would be required to comply with the same mitigation as the proposed project. As a result, the Bus Yard Alternative would have a similar geology and soils impact as the proposed project.

g. Hazards and Hazardous Materials

The proposed project would have mitigable impacts associated with the need to remediate the contamination at the bus yard, as well as the need to reduce

the risk of fire during construction as a result of the annual fireworks show. The Bus Yard Alternative would have the same potential impacts since it would result in the development of the entire site, with the exception of the bus maintenance facility. Even if the bus yard was not redeveloped it would still need to be remediated to comply with State and federal regulations. As a result, the Bus Yard Alternative would be required to comply with the same mitigation as the proposed project and would have a similar impact associated with hazards and hazardous materials as the proposed project.

h. Hydrology and Water Quality

The Bus Yard Alternative would develop the entire site for urban uses with the exception of the existing bus maintenance facility, which would remain in place. The drainage system would be similar to the proposed project and would need to comply with the same federal, State and regional requirements for stormwater control and treatment. As a result, the Bus Yard Alternative would result in a similar impact as the proposed project.

i. Land Use

In relation to the existing and proposed General Plans, this alternative would have a varying degree of consistency. The alternative would be consistent with the proposed 2025 General Plan land use designation of “Mixed Use” whereas an amendment would be required under the existing 1987 General Plan designation of “Existing School District Land,” similar to the proposed project. However, the Bus Yard Alternative would place urban uses, including residential uses, adjacent to the fairgrounds. As a result, the Bus Yard Alternative would result in similar land use compatibility impacts as the proposed project and would have a similar land use impact.

j. Noise

The Bus Yard Alternative would construct residential uses on the project site. Without moving the residential units out of the area subject to noise levels in excess of 65 dBA and increasing the height of the soundwall, the Bus Yard Alternative would not avoid the significant impact associated with external noise levels. However, as with the proposed project, the significant interior

noise impacts associated with the freeway and speedway could be mitigated to a less-than-significant level. As a result, the Bus Yard Alternative would result in a similar impact as the proposed project.

k. Population, Housing and Urban Decay

The proposed project would not result in a significant impact associated with population and housing growth or urban decay. The Bus Yard Alternative would not result in a significant impact since it would not result in negative, unplanned growth. In addition, it would result in less retail square footage that could contribute to urban decay, compared to the proposed project. However, since the proposed project would not result in a significant population, housing and urban decay impact, the Bus Yard Alternative result in an insubstantial improvement since it includes a smaller retail component. As a result, the Bus Yard Alternative would result in similar impacts as the proposed project.

l. Public Services

As with the proposed project, the Bus Yard Alternative would require the expansion of public services to serve the new development. Since the Bus Yard Alternative would result in a reduction of the retail square footage of non-residential development, the amount of public services would be less than the proposed project, though the bus facility would continue to require some services. However, since the proposed project would not result in a significant public services impact, the Bus Yard Alternative would result in an insubstantial improvement since it would not create as much of a demand for public services.

m. Transportation

The Bus Yard Alternative would result in development consistent with the City's existing regulations, with the exception of the amendment that would be required under the existing General Plan due to the existing land use designation of "Existing School District Lands." It would also be less intense than the proposed project, with a reduction in retail square footage. As a result, the anticipated traffic generated with the project would be less than the

proposed project. With appropriate site design the Bus Yard Alternative would be able to mitigate the same impacts that the proposed project can mitigate, so it would not be anticipated to create any new impacts. However, while the Bus Yard Alternative would result in less traffic, it would still result in a significant and unavoidable impact related to the capacities of Highway 101 and the Lakeville Street/Caulfield Lane intersection since both will be operating at a LOS of F without any additional development. Therefore, any increase in traffic from the development of the project site would significantly impact those facilities. As a result, the Bus Yard Alternative would result in an insubstantial improvement since it would generate less traffic.

n. Utilities

As with the proposed project, the Bus Yard Alternative would generate an increased demand for water, sewer and solid waste disposal. Since the Bus Yard Alternative would result in a reduction of the retail square footage of non-residential development, the demand for utilities would be less than the proposed project, though the bus facility would continue to require some services. However, the alternative would still result in a demand for additional water that could exceed existing supplies, thereby contributing to a significant, unavoidable impact related to water supply. As a result, the Bus Yard Alternative would result in an insubstantial improvement since it would not create as much of a demand for water, sewer and solid waste disposal.

3. Ability to Meet Project Objectives

The Bus Yard Alternative would meet all of the project objectives, except for not providing the desired amount of retail square footage or relocating the existing school bus facility.

4. Reasons for Not Selecting This Alternative

The Bus Yard Alternative has not been selected because it is desired by the school district and project applicant that the bus facility be relocated to the identified property at 1240 North McDowell Boulevard. In addition, the alternative does not allow for the development of the amount of retail square footage identified in the project objectives.

E. Retail/Residential Alternative

This section qualitatively evaluates the potential environmental impacts of the Retail/Residential Alternative.

1. Principal Characteristics

Under the Retail/Residential Alternative, the project site would be developed with retail and residential uses based on the configuration shown in Figure 5-2. This would involve the construction of residential uses along Kenilworth Drive and retail along Highway 101. There would be the same mixture of retail square footage and residential units as the proposed project. Parking would be located between the retail development and the residential development. This alternative configuration is intended to achieve the project objectives while addressing some of the impacts that have been identified as significant under the proposed project.

2. Impact Analysis

This section describes the potential environmental impacts from the Retail/Residential Alternative for each of the environmental factors considered in Chapter 4 of this EIR.

a. Aesthetics

The Retail/Residential Alternative would develop the site with urban uses, similar to the proposed project. As a result, the visual character of the site would change from open playing fields to a combination of retail and residential uses. However, as with the proposed project, the new development would be subject to SPARC review, as well as the City's regulations regarding lighting. Since the proposed project can be mitigated to less than significant, it is anticipated that this alternative would also avoid a significant impact and that this alternative's potential aesthetic impacts would be similar to the proposed project.

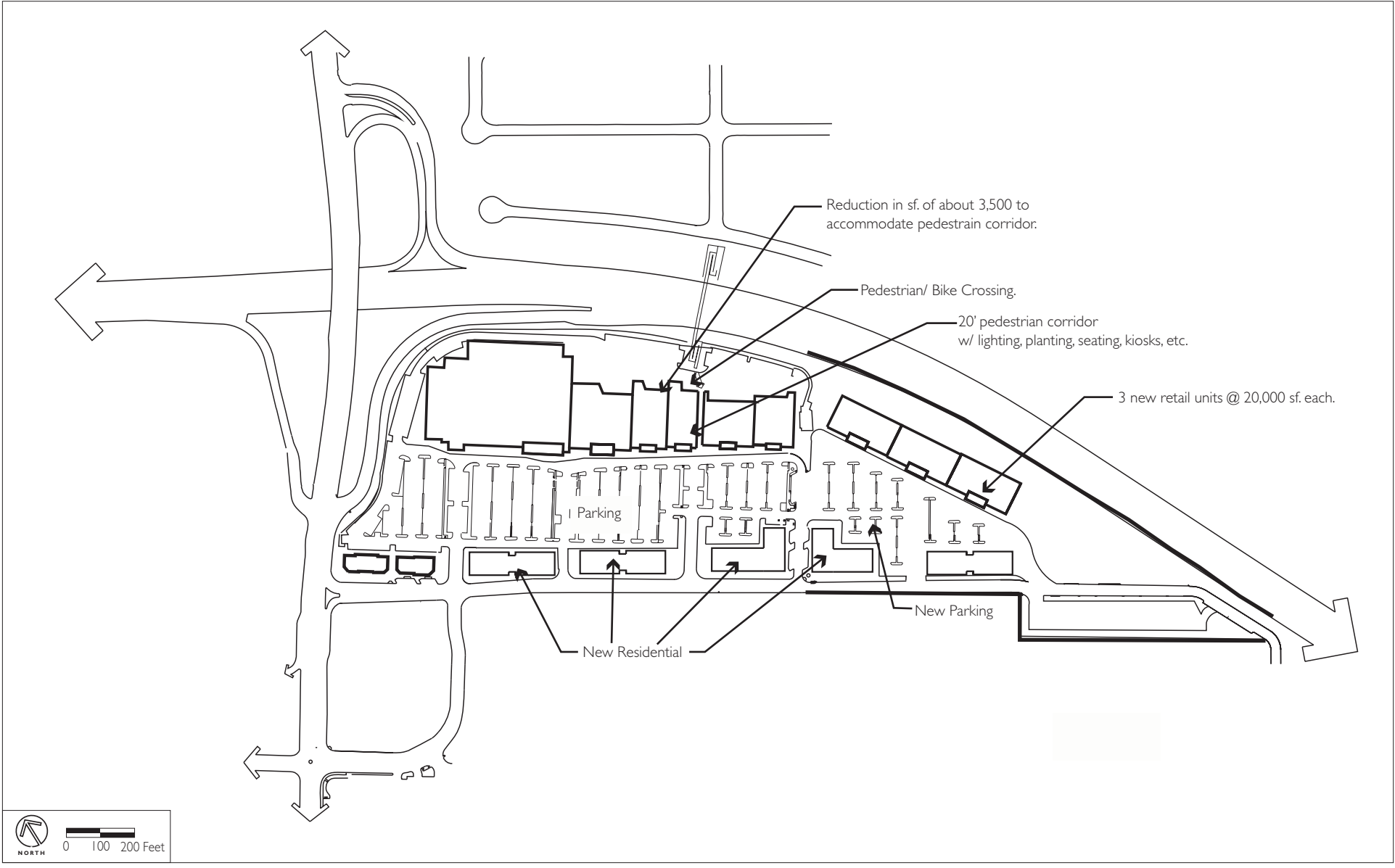


FIGURE 5-2

RETAIL/RESIDENTIAL ALTERNATIVE

b. Agricultural Resources

The Retail/Residential Alternative would result in the development of urban uses on the project site, which does not provide for any active agricultural activities. It is assumed that any future developer of the site would be required to provide access to the fairgrounds and provide disclosure of the existing fair activities, similar to the proposed project. As a result, this alternative would not affect the fairgrounds' ability to continue to support local agricultural activities. Thus, the Retail/Residential Alternative would not result in a significant impact to agricultural resources, similar to the proposed project.

c. Air Quality

The Retail/Residential Alternative would result in development consistent with the Bay Area Air Quality Management District's existing regulations. Development could be as equally intense as the proposed project, with a comparable number of residential units and square footage of retail. As a result, the anticipated air quality impacts associated with traffic emissions could be comparable to those associated with the proposed project. Since this alternative would set the residential units away from Highway 101, it would avoid the significant impact associated with the freeway emissions since there would be a 150-foot buffer between the residential units and Highway 101. However, since this alternative would result in the same amount of development as the proposed project, it would result in a similar impact associated with inconsistency with the latest clean air planning assumptions. As a result, this alternative would be a substantial improvement over the proposed project in relation to air quality impacts since it would avoid one significant impact.

d. Biological Resources

The proposed project would have mitigable impacts on nesting raptors and wetlands. The Retail/Residential Alternative would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the Retail/Residential Alternative would have a similar biological impact as the proposed project.

e. Cultural Resources

The proposed project would have mitigable impacts on buried cultural resources. The Retail/Residential Alternative would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the Retail/Residential Alternative would have a similar cultural resources impact as the proposed project.

f. Geology and Soils

The proposed project would have mitigable impacts associated with the soil conditions on-site. The Retail/Residential Alternative would have the same potential impacts since it would result in the development of the entire site and would be exposed to the same soil conditions. It would be required to comply with the same mitigation as the proposed project. As a result, the Retail/Residential Alternative would have a similar geology and soils impact as the proposed project.

g. Hazards and Hazardous Materials

The proposed project would have mitigable impacts associated with the need to remediate the contamination at the bus yard and possibly at the Little League's Carter field, as well as the need to reduce the risk of fire during construction as a result of the annual fireworks show. The Retail/Residential Alternative would have the same potential impacts since it would result in the development of the entire site, including the bus yard. It would be required to comply with the same mitigation as the proposed project. As a result, the Retail/Residential Alternative would have a similar impact associated with hazards and hazardous materials as the proposed project.

h. Hydrology and Water Quality

The Retail/Residential Alternative would develop the site for urban uses. Since development would be different than the proposed project, the on-site drainage system would be designed differently than the proposed project. However, the proposed drainage system would need to comply with the same federal, State and regional requirements for stormwater control and treat-

ment. As a result, the Retail/Residential Alternative would need to comply with the same mitigation as the proposed project to avoid a significant impact, which would result in both alternatives having a similar impact.

i. Land Use

The Retail/Residential Alternative would place urban uses, including residential uses, adjacent to the fairgrounds, the Petaluma Speedway and Highway 101. As a result, the Retail/Residential Alternative would result in similar land use compatibility impacts as the proposed project and would have a similar land use impact.

j. Noise

The Retail/Residential Alternative would construct retail and residential on the project site. Although many of the residential units would be subject to the same noise levels from the Petaluma Speedway as the proposed project, this alternative is configured so that none of the residential uses are located along the Highway 101 corridor. Therefore, while this alternative would not likely avoid the significant noise impacts associated with the Petaluma Speedway, it would likely reduce impacts from Highway 101 noise to a less-than-significant level. This is considered a substantial improvement compared to the proposed project.

k. Population, Housing and Urban Decay

The proposed project would not result in a significant impact associated with population and housing growth or urban decay. Similarly, the Retail/Residential Alternative would not result in a significant impact since it would be consistent with the growth assumptions of the proposed General Plan, if approved under the proposed General Plan. As a result, this alternative would have a similar level of impact to the proposed project.

l. Public Services

As with the proposed project, the Retail/Residential Alternative would require the expansion of public services to serve the new development. Since this alternative would result in the same number of housing units and square

footage of non-residential development, the amount of public services would be equal to the proposed project. As a result, this alternative would have a similar level of impact to the proposed project.

m. Transportation

The Retail/Residential Alternative would result in development consistent with the City's proposed General Plan. It would result in an equal level of residential and non-residential uses and therefore result in comparable traffic volumes. With appropriate site design, this alternative would be able to mitigate the same impacts that the proposed project can mitigate, so it would not be anticipated to create any new impacts. The Retail/Residential Alternative would result in a significant and unavoidable impact related to the capacities of Highway 101 and the Lakeville Street/Caulfield Lane intersection since both will be operating at a LOS of F without any additional development. Therefore, any increase in traffic from the development of the project site would significantly impact those facilities. As a result, the Retail/Residential Alternative would result in the same level of impact to transportation as the proposed project.

n. Utilities

As with the proposed project, the Retail/Residential Alternative would generate additional demand for water, sewer, and solid waste disposal to serve the new development. Since this would result in a comparable number of housing units and square footage of non-residential development, the demand for utilities would be equal to that created by the proposed project. As a result, the Retail/Residential Alternative would result in the same level of impact to utilities as the proposed project.

3. Ability to Meet Project Objectives

The Retail/Residential Alternative would meet all of the project objectives; however, as discussed below under item 4, the configuration of this alternative could adversely affect the project's ability to achieve its economic objectives.

4. Reasons for Not Selecting This Alternative

The configuration of the site is such that the retail component of the development would be slightly less visible from surface streets, including Kenilworth Drive and East Washington Road, than it would be under the proposed project design. On the northeast approach on East Washington Road and along Kenilworth Drive, the residential units would be the primary visual feature and the retail buildings would be set behind them. This reduced visual presence could compromise the capacity of the retail component to attract business generated on a “drive-by” basis.

The residential component under this alternative would be situated between the major entrance road to the site (Kenilworth Drive) and the surface parking lot for the development. As a result, the residential units would be more immediately exposed to the traffic accessing the site, as well as through traffic along Kenilworth Drive. In comparison to the proposed configuration, which clusters all residential buildings to the south of the retail and parking areas, the residential units under this alternative would not be as desirable to prospective buyers.

For these two reasons, it is believed that the Retail/Residential Alternative would adversely affect the project's ability to achieve the stated (economic) objectives and should therefore not be carried forward.

F. All Retail Alternative

This section qualitatively evaluates the potential environmental impacts of the All Retail Alternative.

1. Principal Characteristics

This alternative includes the construction and operation of retail uses only on the site. As shown in Figure 5-3, the majority of the retail uses would be constructed adjacent to the Highway 101 corridor, however a portion of the retail would be accommodated along Kenilworth Drive. Surface parking would

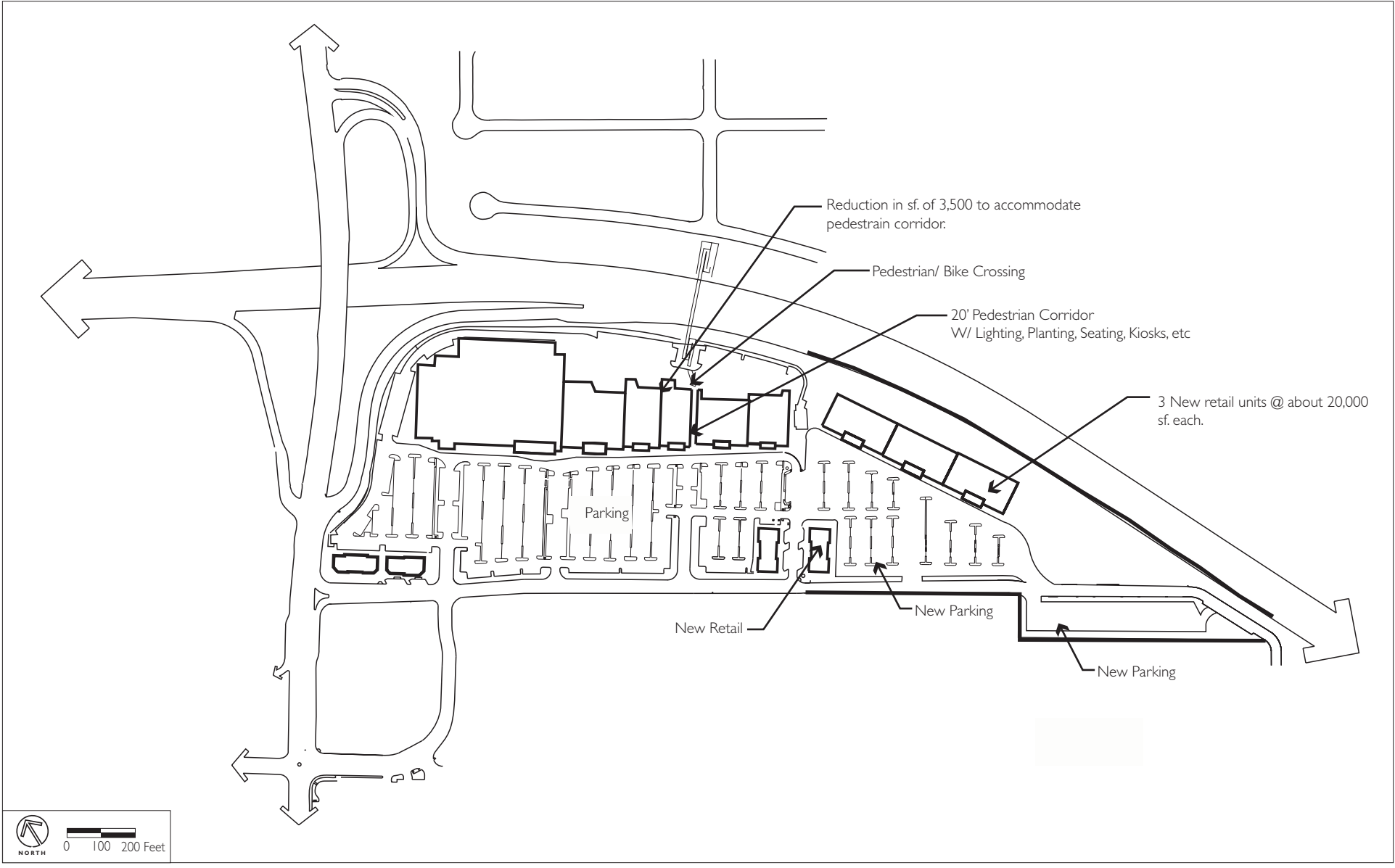


FIGURE 5-3

ALL RETAIL ALTERNATIVE

be located between the retail buildings along Highway 101 and Kenilworth Drive. This alternative would include about 60,000 square feet (or 20 percent more) additional retail compared to the proposed project; however, no residential units would be constructed.

2. Impact Analysis

This section describes the potential environmental impacts from the All Retail Alternative for each of the environmental factors considered in Chapter 4 of this EIR.

a. Aesthetics

The All Retail Alternative would develop the site with retail uses. As a result, the visual character of the site would change from open playing fields to commercial uses and surface parking lots. However, as with the proposed project, the new development would be subject to SPARC review, as well as the City's regulations regarding lighting. Since the proposed project can be mitigated to less than significant, the All Retail Alternative would not avoid a significant impact, and overall the Alternative's potential aesthetic impacts would be similar to the proposed project.

b. Agricultural Resources

The All Retail Alternative would result in the development of commercial uses on the project site, which does not have any active agricultural activities. It is assumed that any future developer of the site would be required to provide access to the fairgrounds and provide disclosure of the existing fair activities, similar to the proposed project. As a result, this alternative would not affect the fairgrounds' ability to continue to support local agricultural activities. Thus, the All Retail Alternative would not result in a significant impact to agricultural resources, similar to the proposed project.

c. Air Quality

The All Retail Alternative would result in the development of a higher amount of retail but no residential units. Since the trips generated by this alternative would be comparable to the proposed project, the anticipated air

quality impacts associated with traffic emissions would be similar. However, the All Retail Alternative would not avoid the significant unavoidable impacts resulting from an inconsistency with latest clean air planning assumptions. This inconsistency would occur because the existing General Plan land use designation for the site is “Existing School District Lands” and this alternative could construct around 360,000 square feet of commercial uses. This alternative would, however, avoid the significant impact associated with the exposure of sensitive receptors (i.e. residential uses) to harmful levels of Toxic Air Contaminants generated by Highway 101 traffic. This alternative would not increase air emissions over the proposed project since the traffic generated by this alternative would be similar to the proposed project. Therefore, on balance, this alternative would have a similar impact related to air quality as the proposed project.

d. Biological Resources

The proposed project would have mitigable impacts on nesting raptors and wetlands. The All Retail Alternative would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the All Retail Alternative would have a similar biological impact as the proposed project.

e. Cultural Resources

The proposed project would have mitigable impacts on buried cultural resources. The All Retail Alternative would have the same potential impacts since it would result in the development of the entire site. It would be required to comply with the same mitigation as the proposed project. As a result, the All Retail Alternative would have a similar cultural resources impact as the proposed project.

f. Geology and Soils

The proposed project would have mitigable impacts associated with the soil conditions on-site. The All Retail Alternative would have the same potential impacts since it would result in the development of the entire site. It would

be required to comply with the same mitigation as the proposed project. As a result, the All Retail Alternative would have a similar geology and soils impact as the proposed project.

g. Hazards and Hazardous Materials

The proposed project would have mitigable impacts associated with the need to remediate the contamination at the bus yard, possibly remove asbestos-containing material from the Carter Field Little League facilities, as well as the need to reduce the risk of fire during construction as a result of the annual fireworks show. The All Retail Alternative would have the same potential impacts since it would result in the development of the entire site. As a result, the All Retail Alternative would be required to comply with the same mitigation as the proposed project and would have a similar impact associated with hazards and hazardous materials as the proposed project.

h. Hydrology and Water Quality

The All Retail Alternative would develop the entire site for urban uses. The drainage system would be similar to the proposed project and would need to comply with the same federal, State and regional requirements for stormwater control and treatment. As a result, the All Retail Alternative would result in a similar impact as the proposed project.

i. Land Use

The All Retail Alternative would place urban uses adjacent to the fairgrounds; however, these would not include residential uses. As a result, the All Retail Alternative would result in fewer compatibility impacts, such as noise and air quality, as the proposed project and would have less of a land use impact related to land use compatibility. However, in relation to the existing and proposed General Plans, this alternative would not be consistent with either the proposed 2025 General Plan land use designation of “Mixed Use” or the existing 1987 General Plan designation of “Existing School District Lands.” In either case, the All Retail Alternative would be inconsistent with the assigned land use designation. Therefore, while this alternative would address some of the proposed project's land use compatibility issues, construction of retail

only would be inconsistent with the City's intended land uses for the site and would create a significant new impact. On balance, the All Retail Alternative would result in substantially worse impact than the proposed project.

j. Noise

The All Retail Alternative would construct retail uses only on the project site, thereby eliminating residential units in areas subject to noise levels in excess of 65 dBA. As a result, the All Retail Alternative would avoid the significant impact associated with exterior noise levels and would represent a substantial improvement to the proposed project.

k. Population, Housing and Urban Decay

The proposed project would not result in a significant impact associated with population and housing growth or urban decay. The All Retail Alternative would not result in a significant impact since it would not result in negative, unplanned growth. However, since the All Retail Alternative would not include a residential component, it would fail to help the City in meeting its fair share housing allocation. In addition, the project would include additional retail that could work to negatively impact the retail market, thereby adding to urban decay. However, it is not anticipated that a new significant impact would occur. As a result, this alternative would be an insubstantial deterioration from the proposed project.

l. Public Services

As with the proposed project, the All Retail Alternative would require the expansion of public services to serve the new development. Since the All Retail Alternative would result in retail uses only, the amount of public services would be less than the proposed project. However, since the proposed project would not result in a significant public services impact, the All Retail Alternative would result in an insubstantial improvement.

m. Transportation

The All Retail Alternative would result in development consistent with the City's existing regulations, with the exception of the amendment that would

be required under the existing General Plan due to the existing land use designation of “Existing School District Lands.” The alternative would result in the loss of about 100 AM trips and 120 PM trips with the loss of the residential units. However, the increased retail would generate about 60 AM trips and 140 PM trips. As a result, the overall anticipated traffic generated with the project would be similar to the proposed project, though there would be fewer AM and more PM trips. With appropriate site design the All Retail Alternative would be able to mitigate the same impacts that the proposed project can mitigate, so it would not be anticipated to create any new impacts. As a result, the All Retail Alternative would still result in a significant and unavoidable impact related to the capacities of Highway 101 and the Lakeville Street/Caulfield Lane intersection since both will be operating at a LOS of F without any additional development. Therefore, any increase in traffic from the development of the project site would significantly impact those facilities. As a result, the All Retail Alternative would result in a similar impact related to traffic as the proposed project.

n. Utilities

As with the proposed project, the All Retail Alternative would generate an increased demand for water, sewer and solid waste disposal. Since the All Retail Alternative would result in the omission of residential uses, the demand for utilities would be less than the proposed project. However, the alternative would still result in a demand for additional water that could exceed existing supplies, thereby contributing to a significant, unavoidable impact related to water supply. As a result, the All Retail Alternative would result in an insubstantial improvement.

3. Ability to Meet Project Objectives

The All Retail Alternative would meet all of the project objectives related to new retail uses; however, it would fail to meet the objectives concerning the provision of housing.

4. Reasons for Not Selecting This Alternative

While this alternative would allow the applicant to achieve the objectives related to retail/commercial uses, none of the stated objectives related to housing could be achieved if this alternative were carried forward.

G. Environmentally-Superior Alternative

CEQA Guidelines require that the environmentally-superior alternative be designated. If the alternative with the least environmental impact is the No Project Alternative, then this document must also designate the next most environmentally-preferable alternative.

In this case, the No Project Alternative with the Existing General Plan would be the most environmentally-sensitive since it would cause the least impacts and avoid the maximum number of significant, unavoidable impacts. The Mitigated Project Alternative would be the most preferable alternative that is not a No Project Alternative. The order of the rest of the alternatives would be the No Project with the Proposed General Plan and Retail/Residential Alternative tied, followed by the Bus Yard Alternative and finally the All Retail Alternative as the least environmentally preferred.

H. Alternatives Considered and Withdrawn

As part of the environmental process to determine the appropriate range of alternatives to include into this EIR, several alternatives were identified and later rejected. The following provides a summary of the process that was undertaken to determine which alternatives were included in this EIR for analysis.

When the proposed project was originally submitted to the City of Petaluma, the project area included the City's swim center and skate park. However, concern regarding the loss of these recreational facilities, as well as the cost to

replace them elsewhere in the city, resulted in the preferred project description being revised to maintain the swim center and skate park at their current location, as is shown in Section 3, Project Description. Since this alternative was determined to result in impacts to recreational facilities in excess to the proposed project, this alternative is not included in this EIR since it would not reduce or avoid any significant impacts, and would in fact increase the potential impact of the project.

In addition, several alternative designs were considered for the project site that would meet the project objective of providing a mixture of retail and housing as part of designing the Mitigated Project Alternative. However, the site configuration and the surrounding noise and air pollutant risks limited the number of mixed residential and commercial alternatives that could be created for the project site and still reduce or avoid impacts associated with the project. The residential-commercial alternative that seemed to maintain as much of a sense of community as the proposed project, and address some of the impacts associated with the proposed project by reducing the amount of residential, is included in this EIR (Mitigated Project Alternative). The other residential-commercial alternatives that were considered and rejected include:

- ◆ **Reduced Commercial.** This alternative would maintain the same number of housing units while reducing the commercial square footage to allow for the buffer from the freeway. However, when compared to the Mitigated Project Alternative, this alternative would result in a greater number of residential units exposed to the noise impacts. As a result, the Mitigated Project Alternative was selected for inclusion as an environmentally preferable option.
- ◆ **Reoriented Residential Units Along Highway 101.** Finally, an alternative was identified that would reorient the residential units along Highway 101 to create a solid wall with the back of the residential units instead of leaving gaps at the paseos. This would buffer the majority of the residential area from the freeway noise. However, since there would still need to be a buffer between the freeway and the residential units to address the air quality impact, by reorienting the buildings, it would create

a blank face along that access road. Without the ability of residents to monitor that area, it could create security risks by creating a blind alley with few “eyes on the street” to help reduce potential criminal activity. As a result, while this alternative would address the freeway noise issue, the potential safety issues that could result from creating an unsupervised alley were determined to be negative enough to not include this alternative in the EIR alternatives analysis.

Finally, an alternative that would be all residential was considered during the alternatives development. While this alternative would allow more flexibility to reorganize the residential units to avoid the air quality impact from Highway 101, there would be an increase in the number of residential units that would be subject to the noise impacts from the freeway and Petaluma Speedway. Since this alternative would not avoid all impacts associated with the project, nor would it meet all of the project objectives, it was not included in the EIR alternatives analysis.

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