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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### J. LAND USE & PLANNING

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#### INTRODUCTION

This section of the Revised Draft EIR provides a description of land uses within the City of Healdsburg, information on regulations and agencies with jurisdiction over the Project area, proposed General Plan policies relevant to land use and planning, and an analysis of the potential impacts related to land use and planning resulting from implementation of the proposed General Plan. Information used to prepare this section was taken from the *Healdsburg 2030 General Plan Background Report* (January 2009 Draft) and the Association of Bay Area Governments' *Smart Growth Strategy Regional Livability Footprint Project*.

#### ENVIRONMENTAL SETTING

##### Existing Setting

##### *Regional Setting*

The city is located in northern Sonoma County within the nine-county San Francisco Bay Region. Situated 12 miles north of Santa Rosa, the city lies just beyond the northern edge of the urban development along the U.S. Highway 101 corridor in Sonoma County. The Town of Windsor, with a current population of nearly 26,000, lies four miles to the south. The small unincorporated community of Geyserville is located eight miles to the north, and the City of Cloverdale is located approximately 18 miles to the north.

Geographically, the city is situated in an inland valley defined principally by U.S. Highway 101, the Russian River, surrounding agricultural lands, and mountains to the east and west. U.S. Highway 101 is the principal coastal route between San Francisco and the Oregon border. The Russian River flows through Healdsburg on its way to the Pacific Ocean, approximately 20 miles to the west. The city lies at the intersection of three rich agricultural valleys - Russian River Valley, Dry Creek Valley and Alexander Valley - and is elevated between 100 to 430 feet above sea level. East and west beyond the agricultural lands rise subsystems of the Coastal Mountain Range. As of 2007, the Healdsburg city limits encompassed 3.68 square miles.

Historically, Healdsburg served as an agricultural service center and a milling and distribution center for north coast lumber. More recently, however, the development of tourist-related businesses such as overnight accommodations, specialty retail, restaurants and wine tasting has diversified the local economy.

The following terms are used to describe the area affected by the proposed General Plan.

### *City Limits*

As mentioned above, the incorporated area of the city encompasses 3.68 square miles including City-owned properties outside of the city proper, such as the Healdsburg Municipal Airport and the wastewater treatment plant.

### *Planning Area*

The Planning Area of the proposed General Plan includes incorporated Healdsburg, the unincorporated area within the City's Sphere of Influence, and non-contiguous City-owned land. The latter includes four properties totaling approximately 99 acres: the Healdsburg Municipal Airport, Healdsburg Corporation Yard, Magnolia Pump Station, and Wastewater Treatment Plant.

### *Sphere of Influence*

The City's Sphere of Influence is the probable ultimate physical boundary and service area of the City as determined by the Sonoma County Local Agency Formation Commission (LAFCO) and includes incorporated Healdsburg and unincorporated areas. Healdsburg's Sphere of Influence encompasses approximately 3,518 acres; of this total, approximately 2,356 acres currently are within the city limits.

### *Urban Service Area*

The boundaries of the Healdsburg Urban Service Area are the same as its Sphere of Influence.

### *Urban Growth Boundary*

The Urban Growth Boundary (UGB) was adopted by voters in 1996 and is coterminous with the City's Sphere of Influence and Urban Service Area boundaries. It represents the ultimate edge of urban uses in the Healdsburg Planning Area by the year 2016. The boundary can only be enlarged by a majority vote of voters, although it can be reduced by the City Council. The City, however, is allowed to provide services and utilities to any site outside the UGB in order to permit the construction of affordable housing.

### *Development Sub-Areas*

The Planning Area has been divided into 11 sub-areas for evaluation purposes as illustrated in Figure III-7 (Project Description).

### *Existing Land Use*

Table IV.J-1 shows the amount of acreage in various land use categories within the Planning Area in 2004. Approximately 68 percent of the land was developed in 2004.

The Planning Area contains a significant amount of vacant or underdeveloped acreage, including approximately 492 acres in the northern Planning Area (Sub-Areas A, B, and C). Sub-Areas B and C,

however, include approximately 159 acres that the Sonoma County Agricultural and Open Space District owns or controls by conservation easements that prohibit development. Therefore, the northern Planning Area has a total of about 333 acres that are available for development. Approximately 258 acres in Sub-Area C are included in the Saggio Hills project, which was approved by the City Council in 2008, including certification of an EIR that separately analyzed the potential environmental impacts of the development. The Sonoma County Local Agency Formation Commission is currently reviewing an annexation application to incorporate the project area into the Healdsburg city limits.

**Table IV.J-1  
Land Use Within Healdsburg Planning Area – 2004**

<b>General Plan Land Use Designation</b>	<b>Total Acreage</b>	<b>Developed Acres</b>	<b>Vacant Acres</b>
Agricultural	16.69	16.69	0
Residential	1,733.04	1,351.22	381.82
Commercial	204.67	181.25	23.42
Mixed Uses	16.91	16.91	0
Light Industrial	124.37	113.25	11.12
Heavy Industrial	203.26	130.92	72.34
Institutional (Public & Semi-Public)	342.12	342.12	0
Open Space	432.75	N/A	N/A
<i>N/A = Not Available</i>			
<i>Source: Healdsburg 2030 General Plan Background Report, Final Draft – January 2008. Original Source: City of Healdsburg GIS mapping and corresponding county tax assessor's information (11/2/04). Vacant acreage totals derived from inventory of vacant residential, commercial and industrial properties based on survey conducted in summer, 2004. Based on General Plan Land Use Diagram as of 2004.</i>			

The Grove Street area (Sub-Area G) also contains a relatively significant amount of land that is vacant or underdeveloped. Although within the UGB, the Fitch Mountain area (Sub-Area K) is not expected to accommodate growth due to infrastructure and environmental constraints.

The City owns approximately 275 acres of land both inside and outside the Urban Service Area. City-owned land is listed, along with associated acreage, in Table IV.J-2. This table does not include various street rights-of-way, minor landscape areas (e.g., along Parkland Farms Blvd.), and smaller water tanks such as the Cadoul and Sunset Reservoirs.

### ***Development Potential under Proposed General Plan***

Residential, commercial and industrial development that could occur on currently vacant and underutilized parcels under the proposed General Plan within the Urban Service Area is discussed in

Section III (Project Description). A table and map of vacant and some underutilized parcels are included in Appendix C.

**Table IV.J-2  
City-Owned Land**

<b>Property Name</b>	<b>Acres</b>	<b>Property Name</b>	<b>Acres</b>
Municipal Airport	45.25	City parking lots	4.21
Gibbs Park	2.43	City Hall	2.22
Gauntlett/Iverson Reservoirs	2.73	Inactive Dry Creek Well	1.00
Fire house lot on University St.	2.19	Corporation Yard	14.85
Grove Street Detention Basin	9.43	Magnolia Sewer Pump Station	5.33
Fire Station	1.59	Wastewater Treatment Plant	36.00
Panorama Reservoir	3.53	Railroad Park	0.61
Villa Chanticleer	16.70	Badger Park & Substation, Fitch well field	12.08
North Detention Basin	12.07	Regional Library	0.69
Barbieri Brothers Park	6.29	Fitch Mountain Terrace	2.00
Tayman Park/Golf Course	60.33	Carson Warner Memorial Skate Park	1.04
Oak Mound Reservoir	3.40	Parkland Farms Open Space (Lot 271)	3.48
Giorgi Park	3.51	308 East Street (future housing site)	0.25
Recreation Park	4.83	Alliance Clinic (1381 University)	1.00
Tilly Park	0.60	155 Dry Creek Road	3.53
Museum	0.21	20 W. Grant Street (future housing site)	3.20
1201 Grove Street	1.36	3 North Street (Cerri property)	1.06
Senior Center	0.11	554 Tucker St. (Tivio remainder)	1.41
Police Station	0.46	Tivio parcel	1.48
Chamber of Commerce	0.11	Boys and Girls Club	1.35
Plaza	1.00	<b>Total</b>	<b>275.28</b>
<i>Source: Healdsburg 2030 General Plan Background Report, January 2009 Draft.</i>			

As discussed therein, buildout of the Urban Service Area could result in the development of 872 housing units, both within and outside of the current city limits. It should be noted that where land use designations allow commercial and residential uses to be developed, only commercial development was assumed because it generates more traffic than residential. Development potential within the city is summarized in Table IV.J3.

In addition, proposed General Plan buildout could include the development of approximately 1.1 million additional square feet of office, retail and other commercial-type uses, and at least 339 hotel rooms.

An additional one million square feet of industrial uses could also be developed. Most of the industrial development is expected to occur on vacant properties in Sub-Area D (i.e., along Grove Street north of Dry Creek Road), and in Sub-Area J in the southernmost portion of the city across the Russian River. Sub-Area J, however, is currently not served by public water and sewer.

**Table IV.J-3  
Healdsburg Planning Area Potential Development**

<b>Approved/Allowed Use</b>	<b>Residential</b>	<b>Commercial</b>	<b>Industrial</b>	<b>Hotel</b>
Single-Family Residential	578 units			
Multi-Family Residential	241 units		11,892 sq. ft.	
Industrial	1 unit		995,975 sq. ft.	
Commercial		507,508 sq. ft.	6,250 sq. ft.	339 rooms
Retail		551,683 sq. ft.		
Mixed Use	52 unit	15,000 sq. ft.		
Office		20,000 sq. ft.		
<b>Totals</b>	<b>872 units</b>	<b>1,094,191 sq. ft.</b>	<b>1,014,117 sq. ft.</b>	<b>339 rooms</b>
<i>Source: City of Healdsburg Planning &amp; Building Department, 2009.</i>				

### ***Sonoma County General Plan***

All of the area outside the city limits and within the Urban Service Area is governed by the Sonoma County General Plan. The County General Plan divides the county into nine sub-county planning regions. Healdsburg's Planning Area falls within the "Healdsburg and Environs" planning region and is predominantly designated Rural Residential (RR), Resources and Rural Development (RRD), Land Intensive Agriculture (LIA) and Diverse Agriculture (DA).

Minimum lot sizes range from 1 to 20 acres in the areas designated RR, and up to 100 acres in areas designated RRD such as Areas B and C. The areas designated DA and LIA require 10- and 20-acre minimum lots, respectively. The RRD designation, which applies to Sub-Areas B and C and the upper slopes of Fitch Mountain, allows low-density residential development and recreational and visitor uses. The RR designation, which applies to the lower slopes of Fitch Mountain, pertains to enclaves where existing rural residences are present. Regardless of land use designation and zoning, the County has imposed a combining zone on properties that are within the City's Urban Service Area freezing existing lot sizes so that they cannot be further subdivided prior to annexation by the City.

The Sonoma County General Plan also has designated the area between Healdsburg and Windsor as a Community Separator (see Figure IV.B-11). According to the General Plan's Open Space Element, a characteristic that distinguishes Sonoma County from many parts of the San Francisco Bay Area is the continued existence of separate, identifiable cities and communities. Some land areas need to remain open or retain a rural character in order to avoid corridor-style urbanization. These lands may not

necessarily be highly scenic in their own right, but provide visual relief from continuous urbanization and are a special type of scenic border – a community separator. These areas are frequently subject to pressure for development because they are close to developed areas and major roads.

The Open Space Element's objectives and policies seek to preserve important open space areas in the community separators, retain a rural character and promote low intensities of development in community separators, avoid their annexation or inclusion in spheres of influence for sewer and water service providers, and preserve existing specimen trees and tree stands within community separator areas.

## **Regulatory Setting**

### ***Federal***

No federal plans, policies, regulations or laws related to land use are applicable to the proposed Project.

### ***State***

#### ***State Planning and Zoning Laws***

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. A general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. A general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing, these topics, a general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period. Finally, although a general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan's goals.

The State Zoning Law (California Government Code Section 65800 et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific district, are required to be consistent with the general plan and any applicable specific plans. When amendments to a general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure the land uses designated in the general plan would also be allowable by the zoning ordinance (California Government Code Section 65860[c]).

#### ***Local Agency Formation Commissions***

The Cortese-Knox-Hertzberg Act of 2000 (California Government Code Section 56000 et seq.) establishes the process through which a local agency boundary change is made and associated planning authority is transferred from one local agency to another. The LAFCO of each county oversees and

approves such boundary changes. To encourage orderly growth, LAFCOs establish a sphere of influence for each city and other local agencies. The sphere of influence is a county area that is subject to the planning influence of a city or another local agency because that agency has identified an intention to annex the area into its physical boundary and service area. LAFCO's general policies include:

- encouraging orderly development,
- encouraging the logical formation and determination of boundaries,
- ensuring that affected populations receive efficient governmental services, and
- guiding development away from open space and prime agricultural land uses unless such actions would not promote planned orderly and efficient development.

For the proposed Project, the Sonoma County LAFCO oversees the establishment or revision of boundaries for local municipalities and independent special districts.

### ***Regional/Local***

#### *Association of Bay Area Governments Smart Growth Strategy Regional Livability Footprint Project*

In 1999, five regional agencies of the Bay Region – the Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District, Bay Conservation and Development Commission, Metropolitan Transportation Commission, and the San Francisco Bay Regional Water Quality Control Board-along with the economy, environment, and social equity caucuses of the Bay Area Alliance for Sustainable Communities, initiated what is now known as the Smart Growth Strategy Regional Livability Footprint Project.<sup>1</sup> The project's underlying objective was to determine how the Bay Area could maintain its economic vitality and conserve natural resources while allowing all segments of society to share in the region's economic and environmental assets. The goal of the project was to develop a preferred land use pattern, or "Vision," to minimize sprawl, provide adequate and affordable housing, improve mobility, protect environmental quality, and preserve open space. The Vision would establish a process for the Bay Area to grow smarter and become more sustainable over the next 20-25 years and to develop policy-based projections, frame other project goals to identify and secure regulatory changes, and fiscal incentives that promote smart growth. A final report summarizing the Smart Growth Vision was published in 2002.

The resulting policies provide a framework for decision making on development patterns, housing, transportation, environment, infrastructure, governmental fiscal health, and social equity that are intended to guide development of vibrant neighborhoods, preservation of open space, clean air and water, and enhanced mobility choices, while enhancing the Bay Area's relationship with surrounding regions. The policies discussed below reflect the values articulated by workshop participants of the Footprint Project:

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<sup>1</sup> *Association of Bay Area Governments, Smart Growth Strategy Regional Livability Footprint Project, October 2002.*

- **Jobs/Housing Balance and Match:** Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation.
- **Housing and Displacement:** Improve existing housing and develop sufficient new housing to provide for the housing needs of the Bay Area community.
- **Social Justice and Equity:** improve conditions in disadvantaged neighborhoods; ensure environmental justice; and increase access to jobs, housing, and public services for all residents in the region.
- **Environmental, Natural Resource, Open Space, and Agricultural Preservation:** Protect and enhance open space, agricultural lands, other valued lands, watersheds, and ecosystems throughout the region.
- **Mobility, Livability, and Transit Support:** Enhance community livability by promoting infill, transit-oriented and walkable communities, and compact development as appropriate.
- **Local and Regional Transportation Efficiencies:** Promote opportunities for transit use and alternative modes of transportation.
- **Infrastructure Investments:** Improve and maintain existing infrastructure and support future investments that promote smart growth.
- **Local Government Fiscal Health:** Improve the fiscal health of local government by promoting stable and secure revenue sources, reduced service provision costs through smart growth-targeted infrastructure improvement, and state-and regionally sponsored fiscal incentives.
- **Cooperation on Smart Growth Policies:** Encourage local governments, stakeholders, and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted smart growth policies.

These policies have been adopted by ABAG, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, and the Metropolitan Transportation Commission. The Footprint Project is advisory, and therefore, does not establish land use restrictions for the City. However, the Footprint Project provides policy guidance in the Bay Area region for long-term, regional land use and transportation planning. A number of jurisdictions are either adopting the Footprint Project's concepts or are considering and encouraging projects consistent with the Footprint Project. Currently, the City has not adopted the Footprint Project; however, existing land uses in the city and those proposed by the proposed General Plan generally reflect the patterns, types and intensity of land uses reflected in the Footprint Project.

#### *Sonoma County General Plan*

All of the area outside the city limits and within the Urban Service Area is governed by the Sonoma County General Plan, which was adopted on September 23, 2008. The County General Plan divides the County into nine sub-county planning areas. Healdsburg's Planning Area falls within the "Healdsburg

and Environs” planning area. The Sonoma County General Plan designates the lands surrounding the city as Rural Residential, Land Intensive Agriculture, Resources and Rural Development, Diverse Agriculture, and Public/Quasi-Public. The Sonoma County General Plan also designates “community separators,” intended to retain low intensities of use in open space between cities and communities along the U.S. Highway 101 corridor within the city.

The proposed Project generally reflects all of the Sonoma County General Plan designations outside of the City’s UGB and therefore assumes the same future growth scenario in the unincorporated areas surrounding the City as provided in the Sonoma County General Plan. .

#### *Sonoma County Comprehensive Airport Land Use Plan*

The Sonoma County Comprehensive Airport Land Use Plan (CALUP) was adopted by the Sonoma County Board of Supervisors in January 2001 and amended in October 2001. It includes a description of the referral area boundaries, noise compatibility standards, safety compatibility standards, airspace protection standards, and other land use policies for the six public use airports in the County. The various airport compatibility standards are to be applied comprehensively. Where any parcels of land are subject to more than one set of land use compatibility standards or policies, the most restrictive standard shall apply.

CALUP policies are intended to increase the awareness of residents, in any future residential communities that are approved, of their possible exposure to aircraft operations; to limit the potential for conflict between the airport and adjacent communities; and to protect future airport development and aircraft operations. Sonoma County serves as the airport land use commission (ALUC) for the County’s six public-use airports. It is responsible for developing and maintaining the CALUP to protect public health and safety and ensure compatible land uses in the areas around each airport.

The Sonoma County CALUP describes safety compatibility standards for public-use airports in Sonoma County, which include the Runway Protection Zone, the Inner Safety Zone, the Inner Turning Zone, the Outer Safety Zone, the Sideline Safety Zone, and the Traffic Pattern Zone. New land uses proposed in any of these zones must comply with the standards identified by the Sonoma County CLUP. In addition, the CALUP prohibits new residential development in those areas subject to noise levels of 65 decibels (dB) community noise equivalent level (CNEL) or above. Residences are conditionally acceptable between 55 and 65 CNEL, subject to an outdoor-to indoor noise level reduction.

Healdsburg Municipal Airport lies in a predominantly agricultural valley with rural residences scattered throughout. These airport-compatible uses are expected to continue. There are no major existing land use compatibility concerns, although new residential development has been occurring in the area. Within the Healdsburg Planning Area, only a few lots of the Vintage Hills subdivision west of the freeway are located within the Plan’s referral area and its Traffic Pattern and Outer Safety Zones. All potential development is located outside of the referral area boundary and all airport zones.

### *City of Healdsburg Zoning Ordinance*

The City of Healdsburg Zoning Ordinance, Chapter 20 of the Healdsburg Municipal Code, is one of the principal techniques of implementing the proposed Project. Adoption of the proposed Project would require review of the Zoning Ordinance policies related to density, land use, design and development, resource conservation, public safety, and other pertinent matters to ensure consistency.

### *Adopted Specific and Area Plans*

#### Specific Plan for Area A

The Specific Plan for Area A (revised September 5, 1998) provides a framework for development of approximately 230 acres at the north end of the city (Sub-Area A). It provides a comprehensive land use program for the planning area along with goals and policies to guide future public and private actions relating to the area's development.

Land uses as described in the Specific Plan allow a pattern of development that preserves and enhances the rural and environmentally sensitive qualities of the Northern Planning Area, while providing opportunities for residential growth. Although much of the Sub-Area A has been developed in accordance with the plan since its adoption, approximately 77 single-family units could still be constructed in this area.

#### Ridgeline North Area Plan

The Ridgeline North Area Plan encompasses 98 acres of the northern portion of Sub-Area B. Although the Plan includes a Design Element chapter that includes policies, objectives and standards for the siting and design of development in the plan area, the entire plan area has since become part of the Healdsburg Ridge Open Space Preserve owned by the Sonoma County Agriculture and Open Space Preservation District. The District adopted a management plan in 2006 for the entire 150-acre Healdsburg Ridge Open Space Preserve.

#### Saggio Hills Area Plan

The Saggio Hills Area Plan is intended to ensure that the future annexation and subsequent development of a 258.5± acre unincorporated property located east of Healdsburg Avenue just north of Parkland Farms and the existing city limits will be consistent with the City of Healdsburg's General Plan goals and policies and will minimize potential environmental impacts resulting from future development within the Plan Area. This document provides for the development of a 130 room resort hotel, 70 resort residences, a community park, a fire substation and land dedicated to the City of Healdsburg for the construction of up to 150 affordable housing units.

### Grove Street Neighborhood Plan

The Grove Street Neighborhood Plan (adopted in 2000) encompasses an approximately 104-acre area generally located on the east and west sides of Grove Street between Dry Creek Road and Foss Creek Circle. The purpose and intent of preparing a Neighborhood Plan for the Grove Street area is to provide a cohesive planning framework that both recognizes and attempts to retain or enhance the neighborhood's distinctive and positive qualities. Approximately 200 additional dwelling units and 140, 000 square feet of commercial uses could be developed in this area of the city.

## **PROPOSED GENERAL PLAN POLICIES AND IMPLEMENTATION MEASURES**

Proposed General Plan policies and implementation measures that affect or pertain to land use are listed below.

### **Policies**

- *LU-A-1:* An Urban Service Area/Urban Growth Boundary is established, as shown on the Land Use Plan, and shall be in effect for a period of twenty years after its adoption or until December 31, 2016. No new development shall be permitted outside the Urban Service Area/Urban Growth Boundary other than public parks, public schools, public facilities that implement the goals and policies of the Public Facilities and Services Element, and open space used for any of the purposes set forth in state law, including agricultural uses.
- *LU-A-2:* City water and sewer service shall not be extended to development outside of the Urban Service Area/Urban Growth Boundary, except as allowed under extraordinary circumstances pursuant to other applicable General Plan policies.
- *LU-A-3:* The City Sphere of Influence shall be congruent with the Urban Service Area/Urban Growth Boundary.
- *LU-A-4:* Prior to consideration of any annexation request in the areas shown on General Plan Figure 2, a specific plan shall be adopted by the City Council prior to, or simultaneous with rezoning consideration of the area to be annexed, except that no specific plan shall be required for the unincorporated pockets on the north and south sides of South Fitch Mountain Road and no specific plan shall be required for land to be annexed for school or public utility purposes.
- *LU-A-5:* The City will discourage annexations that would result in the creation of unincorporated islands, peninsulas, or other irregular boundaries, provided that such restrictions are not detrimental to planned growth and development.
- *LU-A-6:* The City will not consider the annexation of any properties in the unincorporated Fitch Mountain area except under the following circumstances:

- (a) A comprehensive study is completed examining the feasibility of annexation of the area examining Fitch Mountain resident views, geotechnical and public service constraints and fiscal impacts.
  - (b) The existing Fitch Mountain Water Company system is upgraded to City standards.
  - (c) An assessment district is formed to design and construct a wastewater collection system to City standards with localized treatment facilities or financing of necessary capacity expansion in the City's wastewater treatment system.
  - (d) County Service Area No. 24 or another public entity initiates and provides financing for the acquisition of Pacific Gas and Electric's electrical distribution facilities in the area and agrees to dedicate such facilities to the City as a condition of annexation.
  - (e) An assessment district is formed to design and construct necessary street, drainage and other improvements to city standards.
  - (f) One or more geologic hazard abatement districts are formed and a plan to control and mitigate geologic and soil erosion hazards is implemented.
- *LU-A-7:* The City will continue to manage residential growth within the Urban Growth Boundary in a manner that keeps pace with public facilities.
  - *LU-B-1:* The City will work with Sonoma County to achieve common land use objectives for the unincorporated lands within the Healdsburg Planning Area and outside the Urban Service Area/Urban Growth Boundary in proximity to Healdsburg.
  - *LU-B-2:* The City will support the de-annexation of the 16-acre property at 2250 Magnolia Drive in order to promote its continued use for agricultural purposes.
  - *LU-C-1:* Only low-intensity urban development and open space land uses shall be allowed in areas characterized by steep slopes, environmental hazards, scenic ridgelines and hillsides. Clustering of development in these areas shall be encouraged to preserve open space, meet the policies of the General Plan concerning natural hazards and scenic resources and minimize the costs of infrastructure improvements.
  - *LU-C-2:* Intensive urban development shall be allowed only in areas that are relatively free of topographic, geologic and environmental limitations.
  - *LU-C-3:* The integrity of distinct and identifiable neighborhoods and districts shall be preserved and strengthened.
  - *LU-C-4:* Development at the interface of different land use designations shall be designed to ensure compatibility between the uses.
  - *LU-C-5:* Residential neighborhoods shall be protected from encroachments by undesirable non-residential uses.

- *LU-D-1:* The downtown shall be defined by identifiable boundaries. Land use designations shall reinforce the distinction between the downtown and surrounding areas. Landscaping, street furniture, special paving, lighting and street trees shall be used to reinforce the distinction between the downtown and adjacent districts.
- *LU-D-2:* The City shall seek to provide a diversity of uses within the downtown that serve both residents and visitors and shall avoid an over-concentration of a single type of use.
- *LU-D-3:* Development outside of the downtown shall not undermine its role as the commercial center of the city.
- *LU-D-4:* The ground floor of buildings fronting on the historic Plaza should be occupied by activities of visual interest to pedestrians.
- *LU-D-5:* Formula businesses are prohibited on properties around the historic Plaza in order to preserve its character of small, unique businesses that are attractive to residents and visitors.
- *LU-D-6:* Large single-tenant commercial buildings around the Plaza shall be regulated to minimize aesthetic, economic and traffic impacts.
- *LU-E-1:* Big box retail and outlet malls are prohibited within the City of Healdsburg.
- *LU-F-1:* Land uses adjacent to designated transit facilities should derive maximum benefit from transit facilities and may include retail, office, employment, and higher-density residential uses.
- *LU-F-2:* The City shall encourage mixed use development, including new housing and employment opportunities, as well as reuse of underutilized or vacant industrial land, around the historic railroad depot to support transit use at the depot.
- *LU-G-1:* Re-evaluate the suitability of industrial uses in the area between the Russian River bridge and the southernmost entrance to the City of Healdsburg when water and sewer services become available.
- *LU-G-2:* Plan for the ultimate redevelopment of the Syar Industries properties.
- *ED-A-3:* Provide for the continuation and expansion of Healdsburg's commercial services to meet the needs of both Healdsburg area residents and visitors.
- *ED-B-2:* Seek to provide a diversity of uses within the downtown that serve both residents and visitors and avoid an over-concentration of a single type of use.
- *ED-B-3:* Formula businesses shall be prohibited on properties around the Plaza in order to support local- and independently-owned businesses and protect and enhance Healdsburg's unique character.
- *ED-B-4:* Large single-tenant commercial buildings around the Plaza shall be regulated to minimize aesthetic, economic and traffic impacts.

- *T-A-6:* Development that would necessitate circulation improvements prior to the development of land abutting those improvements to mitigate project traffic impacts shall be prohibited unless the improvements are made a condition of approval.
- *T-E-1:* Ensure that sufficient land is designated in the General Plan for transit facilities, including park-and-ride lots, bus stations and rail transit facilities.
- *T-E-2:* The historic railroad depot shall be the designated transit center for Healdsburg. The designation of this facility shall not be deemed to preclude the development of other uses under the General Plan. Other potential transit facility sites may be considered provided they support the railroad depot facility and their effects on circulation and the environment have been fully analyzed.
- *T-F-3:* The policies and capital improvement projects contained in the Airport Master Plan shall be pursued as funding allows.
- *PS-H-2:* The City will plan for the acquisition and development of sites for the recreational needs of Healdsburg and the surrounding community.
- *PS-H-7:* The City will work with Sonoma County Agricultural Preservation and Open Space District, Sonoma County Land Trust and other appropriate non-profit conservation groups and agencies in acquiring key open space areas with public access and park sites where such an arrangement benefits both the City and property owners.
- *NR-A-4:* Land with important watershed values shall be designated for open space or very low-intensity uses.
- *NR-B-5:* The City will work with the Sonoma County Agricultural Preservation and Open Space District, the Sonoma Land Trust and other non-profit conservation organizations and agencies in acquiring key open space and habitat areas where such an arrangement would benefit both the City and the property owner.
- *NR-D-1:* The City will not annex lands or approve new development outside the Urban Service Area/Urban Growth Boundary, except under the exceptional circumstances allowed by this General Plan.
- *NR-D-2:* The City will encourage the County to retain agricultural uses on lands surrounding the Urban Service Area/Urban Growth Boundary.
- *NR-10:* Support efforts in Sonoma County to retain local agricultural land use activities.
- *S-A-1:* Lands with significant, identified geological hazards shall be designated for open space or low-intensity uses.
- *S-G-1:* New development shall not be approved unless it is generally consistent with the Land Use Compatibility for Community Noise Environments guidelines contained in General Plan

Figure 10 and it is demonstrated that the new development will not violate the City's ordinance to regulate excessive noise.

- *CD-A-5:* City project approvals and other actions relating to physical development shall be consistent with design guidelines set forth in the Design Review Manual, in addition to General Plan policies, the Zoning Ordinance and any specific plan design guidelines.
- *HCR-B-1:* The City will consult with the culturally affiliated Native American tribes prior to amending the General Plan and adopting or amending specific plans, and when a sacred site is to be placed in permanent open space, consistent with state law.
- *AI-A-1:* The City will periodically review the General Plan Policy Document and revise it as necessary.
- *AI-A-2:* The General Plan will be amended no more than four times per year as provided by state law. Each amendment, however, may include multiple changes to the General Plan.
- *AI-A-3:* The City will prepare, adopt, and annually update a five-year Capital Improvement Program (CIP). The CIP shall be reviewed for its consistency with the General Plan.
- *AI-A-4:* The City's ordinances shall be consistent with the General Plan.
- *T-F-4:* Development of the Airport shall be specific to the Airport and its functions and shall not result in development that would compete with, or otherwise diminish the importance of existing commercial areas within the city.

### **Policy Implementation Measures**

- *LU-1:* Amend the Municipal Code to reflect the "extraordinary circumstances" under which extensions of city water and/or sewer service outside of the Urban Service Area/Urban Growth Boundary may occur and establish a requirement that findings be made for such extensions, including the following:
  - (a) The land use to which the water and/or sewer service would be extended is consistent with all applicable policies of the General Plan;
  - (b) The land use to which the water and/or sewer service would be extended is compatible with open space uses as defined in state law, does not interfere with accepted agricultural practices, and does not adversely affect the stability of land use patterns in the area;
  - (c) The property to which the water and/or sewer service would be extended is immediately adjacent to land already served by the service(s) to be extended; and,
  - (d) Specific circumstances, unique to the property to which the water and/or sewer service would be extended, would otherwise deprive the property of privileges enjoyed by other comparable property outside the Urban Service Area/Urban Growth Boundary and in the vicinity of the property to be served.

- *LU-2*: Until December 31, 2016, amend Policies LU-A-1 and LU-A-2 and the Land Use Plan only by a vote of the people or pursuant to the procedures set forth below:
  - (a) The City Council may amend the Urban Growth Boundary designated on the Land Use Plan if it deems it to be in the public interest, provided that the amended boundary is within or coextensive with the limits of the Urban Growth Boundary as designated on the Land Use Plan as of March 1, 1996.
  - (b) The City Council may amend the Urban Growth Boundary to comply with state law regarding the provision of housing for all economic segments of the community, in order to accommodate lands to be designated for residential uses, provided that no more than 10 acres of land may be brought within the Urban Growth Boundary for this purpose in any calendar year. Such amendment may be adopted only if the City Council makes each of the following findings:
    - i. That the land is immediately adjacent to existing comparably developed areas and the applicant for the redesignation has provided evidence that the Fire Department, Police Department, Department of Public Works, the Community Services Department and the School District have adequate capacity to accommodate the proposed development and provide it with adequate public services; and,
    - ii. That the proposed development will consist of primarily low and very low income housing pursuant to the Housing Element of this General Plan; and,
    - iii. That there is no existing residentially designated land available within the Urban Growth Boundary to accommodate the proposed development; and,
    - iv. That it is not reasonably feasible to accommodate the proposed development by redesignating lands within the Urban Growth Boundary for low and very low income housing; and,
    - v. The proposed development is necessary to comply with state law requirements for provision of low- and very low-income housing.
  - (c) The City Council may amend the Urban Growth Boundary if it finds that:
    - i. The application of Goal A, Policies LU-A-1 and LU-A-2 and the Land Use Plan would constitute an unconstitutional taking of a landowner's property; and
    - ii. The amendment and associated land use designation will allow additional land uses only to the minimum extent necessary to avoid said unconstitutional taking to the landowner's property.
  - (d) The provisions enumerated in Policies LU-A-1 and LU-A-2 shall continue to be included in the General Plan until December 31, 2016, unless earlier repealed or amended pursuant to the procedures set forth above or by the voters of the city.

- *LU-3:* Prepare and consider the findings of a study to evaluate removing Fitch Mountain and its surrounding area from the Urban Service Area/Urban Growth Boundary due to significant and pervasive environmental constraints, limited development potential and the financial infeasibility of providing city services to the area.
- *LU-4:* Continue to meet with the Sonoma County Local Agency Formation Commission on an annual basis to reaffirm the City's position on its Sphere of Influence and Urban Service Area/Urban Growth Boundary.
- *LU-6:* Rescind the Ridgeline North Area Plan to reflect the property's purchase by the Sonoma County Agricultural Preservation and Open Space District for a natural open space preserve.
- *LU-7:* Review on an annual basis and implement the adopted policies and procedures for administering the residential growth management initiative (Measure M) passed by the voters of the City of Healdsburg on November 7, 2000.
- *LU-8:* Continue to collaborate with Sonoma County, Sonoma LAFCO, the Sonoma County Agricultural Preservation and Open Space District and other agencies to ensure that unincorporated areas within the Healdsburg Planning Area and in proximity to it are primarily non-urban uses such as rural residential, agricultural and open space.
- *LU-10:* Continue to implement the land use and development regulations that protect hillsides and ridgelines as contained in the Zoning Ordinance, including in the Hillside and Development Cluster Overlay Districts, and in the adopted Specific Plans for Areas A and B.
- *LU-11:* Continue to implement the standards and guidelines contained in the Design Review Manual as they relate to the development of hillsides and land with physical constraints.
- *LU-13:* Continue to implement the improvements contained in the Downtown Streetscape Plan.
- *LU-14:* Study the implications of the proliferation of a single type of use in the downtown (e.g., wine tasting rooms) on the area's diversity and economic vitality.
- *LU-15:* Maintain in the Zoning Ordinance a prohibition on office uses on the ground floor of buildings fronting the Plaza.
- *LU-16:* Amend the Zoning Ordinance to:
  - (a) Regulate formula businesses for properties around the Plaza.
  - (b) Prohibit big box retail businesses and outlet malls throughout the city.
  - (c) Regulate large single-tenant commercial buildings around the Plaza.
  - (d) Ensure that development outside of the downtown complements, but does not compete with, its role as the city's commercial core.

- (e) Replace the Highway Commercial zoning district with a Mixed Use Commercial zoning district to be more responsive to market demand and to promote mixed commercial and residential uses at higher densities
- *ED-3:* Ensure that the General Plan Land Use Plan and the Zoning Map provide a sufficient inventory of commercial and industrial land in appropriate locations with adequate infrastructure to support a healthy economic climate.
  - *ED-4:* Use tax-exempt financing and low-interest loans and infrastructure investments to support projects that further City and Redevelopment Agency objectives.
  - *ED-5:* Continue, where feasible, to support efforts by the Chamber of Commerce to promote Healdsburg's economy, assist the establishment of commercial and industrial enterprises in Healdsburg and support existing businesses in expanding and improving their facilities and productivity.
  - *ED-6:* Provide a directional signage program for public parking, the downtown, wine tasting facilities, recreational areas and other areas of interest to visitors to the community.
  - *ED-7:* Continue to provide off-street public parking supporting downtown businesses within the Downtown Parking Exception Area through the Redevelopment Agency in order to make the most effective and attractive use of the downtown core while directing parking to its periphery.
  - *ED-8:* Continue to support and promote events that draw residents and visitors to the downtown, such as concerts, festivals and parades.
  - *ED-9:* Continue to implement the improvements contained in the Downtown Streetscape Plan.
  - *ED-10:* Amend the Zoning Ordinance to:
    - (a) Prohibit formula businesses on properties around the Plaza
    - (b) Ensure that development outside of the downtown complements, but does not compete with, its role as the city's commercial core
    - (c) Regulate large single-tenant commercial buildings around the Plaza
  - *ED-11:* Continue to enhance the Plaza with landscaping, seating and other improvements.
  - *T-18:* Work closely with the Sonoma County Transit Authority and other transit service providers to develop and maintain public transportation facilities in the community, including park-and-ride lots and the Intermodal Transportation Center.
  - *T-19:* Pursue the policies and capital improvement projects contained in the Airport Master Plan as funding allows.
  - *AI-1:* Prepare an annual report to the Planning Commission and City Council, focusing on actions undertaken in the previous year to carry out General Plan implementation measures,

outlining actions planned for the coming year and identifying necessary revisions to the Policy Document.

- *AI-2:* Prepare and annually update a five-year Capital Improvement Program. The Planning Commission shall review the CIP for consistency with the General Plan and report its findings to the City Council. The CIP shall be adopted in conjunction with the annual city budget.
- *AI-3:* Amend, as necessary, the City's Subdivision Ordinance to ensure consistency with the General Plan.
- *AI-4:* Review and revise, as necessary, the Zoning Ordinance to accomplish the following purposes:
  - (a) Ensure consistency with the General Plan in terms of zoning districts and development standards.
  - (b) Ensure consistency with the General Plan in terms of the distribution and boundaries of zoning districts.
  - (c) Ensure consistency with any amendments made to the General Plan.

## **ENVIRONMENTAL IMPACTS**

### **Methodology**

The analysis in this section focuses on whether the proposed Project would be incompatible with adjacent land uses, conflict with applicable land use plans or physically divide an established community. This was performed by evaluating proposed Project components against relevant policies, and comparing changes in land use against existing conditions and existing General Plan land use designations. With regard to division of an established community, proposed land use changes were evaluated in relation to existing residential communities in the City.

### **Thresholds of Significance**

The following thresholds of significance are based on Appendix G to the CEQA Guidelines. The proposed Project would have a significant impact related to land use if it would:

- (a) Intensify development that creates incompatibilities with adjacent land uses;
- (b) Physically divide an established community;
- (c) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or
- (d) Conflict with any applicable habitat conservation plan or natural community conservation plan.

## Project Impacts

### ***Impact IV.J-1: The proposed Project would not create incompatibilities with adjacent land uses.***

Land use incompatibility can occur where differences exist among uses that are near each other. These incompatibilities may result from differences in the physical scale of development, noise levels, traffic levels, hours of operation, and other factors. Generally, the proposed General Plan policies include concepts aimed at and achieving land use compatibility. For example, Policy LU-C-4 calls for compatibility between development at the interface of different land uses. Policy LU-C-5 requires that residential neighborhoods be protected from encroachments by nonresidential uses. Policy S-G-1 helps ensure that new development is consistent with the Land Use Compatibility for Community Noise Environments guidelines in the proposed General Plan.

Figure III-9 (Project Description) illustrates the areas where land use amendments will occur under the proposed General Plan. Several individual parcels will undergo land use changes. These include reclassification of one parcel on the western edge of the city from Highway Commercial (HC) to Industrial (I) (identified as Proposed Amendment 1 on Figure III-9). Other areas containing industrial uses surround this parcel and no compatibility issues are expected. The area identified as Proposed Amendment 2 on Figure III-9 involves reclassification of three parcels from Very Low Density Residential (VLR) and Public/Quasi Public (PQP) to Open Space (OS). In general, this area of the city includes very low-density development and large areas of open space and is surrounded by areas currently designated as open space. As such, no compatibility issues are expected for Proposed Amendment 2. The areas identified as Proposed Amendment 3 and Proposed Amendment 4 on Figure III-9 involves reclassification of two parcels from Professional Office/High Density Residential (POR) to Medium High Density Residential (MHR) and High Density Residential (HR), respectively. Although much of the surrounding area is designated for industrial uses, several pockets of residential uses exist adjacent to these parcels. In addition, the MHR and HR designations will involve residential development at a density of approximately 6 to 10 and 10 to 16 units per acre respectively and, thus, will be relatively dense and thereby somewhat similar to nearby non-residential development. No compatibility issues are anticipated for areas Proposed Amendment 3 and Proposed Amendment 4.

In addition to the parcels discussed above, several categories of land uses in the city will be reclassified entirely. These include reclassification of all HC and Mixed Commercial/Light Industrial (MCI) designations to Mixed Use (MU); all Light Industrial (LI) and Heavy Industrial (HI) designations to I; all Recreation & Parks (RP) designations to PQP; and all Agricultural (A) designations to OS. Generally, the potential for conflicts exists in particular where mixed-use development may occur (where HC and MCI designations will become MU); specifically in Development Sub-Areas G, I, and J. The policies mentioned above will ensure buffers between land uses thereby ensuring that any conflicts are minimized. The most relevant policy that will apply to the interface between mixed-use development and adjacent uses is Policy LU-C-4 which, as mentioned above, will ensure that the interface of development between uses be designated to ensure compatibility. In addition, Policy S-G-1 will help ensure compatibility between land uses by requiring development be consistent with the Community Noise Environments

guidelines. As such, no compatibility issues are anticipated resulting from the above-mentioned land use reclassifications.

As discussed in Section IV.K (Mineral Resources), a Mineral Resource Zone (MRZ) is located in the southeastern portion of the city. The MRZ includes portions of the city where changes to land use designations are proposed. Specifically, the MRZ area encompasses the southwestern tip of the city that will undergo land use reclassification from HI to I, RP to PQP, and HC to MU. The area where the MU development will be allowed is most likely to experience conflicts since residential uses may be combined with other commercial uses allowed under this designation. As discussed under Impact IV.K-1, mineral extraction is not a specifically stated use in any of the land use designations and mineral extraction is currently allowed as a conditionally permitted use in the General Industrial zoning designation. Some MRZ areas southeast of the Russian River are available for mineral extraction activities and will be reclassified from HI to I under the proposed General Plan. These areas are adjacent to the MU designation that is proposed under the proposed Project. However, any mineral extraction operations will be required to comply with the policies proposed by the proposed General Plan. Among other things, these policies will ensure buffers between the interface of differing land uses to reduce compatibility issues. Therefore, no compatibility issues are anticipated resulting from mineral extraction activities.

In addition to the discussion above, all significant new development will be subject to the City's environmental review process which includes project-specific environmental review under CEQA, including mitigation of significant impacts to the extent feasible. The proposed Project would not result in incompatibilities between land uses and impacts would be considered *less than significant*.

***Impact IV.J-2: The proposed Project would not physically divide an established community.***

Much of the development that will occur under the proposed General Plan will occur as infill development and will not divide an established community (see map included in Appendix C). The majority of the land use changes proposed under the proposed Project will occur within established communities. Figure III-9 illustrates the areas where land use designation changes will occur and as shown therein, most of the land use reclassifications will result in similar types of uses between existing and proposed (i.e., LI and HI to I, RP to PQP, and A to OS). Development in Sub-Areas B and C would occur in vacant areas on the periphery of the Planning Area, adjoining existing development within the city limits,

Further, the proposed General Plan does not include any extension of roadways or other development features through currently developed areas that could divide existing communities. Roadway extensions that will occur in areas with new residential development will be part of a comprehensive development plan that will establish linkages among new land uses and to existing land uses. Impacts would therefore be *less than significant*.

***Impact IV.J-3: The proposed Project would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the proposed Project adopted for the purpose of avoiding or mitigating an environmental effect.***

Consistency between the proposed Project and applicable planning documents in the Regulatory Setting section are discussed below. Issues of policy consistency/inconsistency (as compared to physical impacts) are not considered to have a significant effect on the environment. The physical impacts associated with such policy conflicts are addressed in the appropriate technical section of this EIR.

#### *Sonoma County General Plan*

Several policies in the proposed General Plan are designed to ensure consistency with the Sonoma County General Plan. Most importantly, Policy LU-B-1 stipulates that the City work with Sonoma County to achieve common land use objectives for unincorporated areas within the Healdsburg Planning Area. This is critical because the County's General Plan dictates land use for these unincorporated areas. Implementation Measure LU-4 ensures that the City continue to coordinate with LAFCO to reaffirm the City's position on the SOI and UGB. Implementation Measure LU-8 ensures that collaborative land use decisions are made related to maintaining areas around the city in primarily non-urban uses. Policy LU-9 requires that the City be involved with development outside the city that could affect conditions within city limits. According to Implementation Measure NR-10, the City will support efforts in Sonoma County to retain local agricultural land use activities. Overall, where applicable, the proposed Project would be consistent with the County's General Plan and there would be ***no impact***.

#### *Sonoma County Comprehensive Airport Land Use Plan*

The CALUP sets forth goals, objectives, and policies that govern the use of land within the affected area of the City of Healdsburg. No development is proposed in these areas. In addition, Policy T-F-4 will ensure that development of the airport be consistent with existing commercial areas. The proposed Project would therefore be consistent with the CALUP and there would be ***no impact*** associated with the proposed Project.

#### *Zoning Ordinance*

The City of Healdsburg Zoning Ordinance, Chapter 20 of the City's Municipal Code, is one of the primary means of implementing the General Plan. Adoption of the proposed General Plan will require a review of the Zoning Ordinance regarding policies pertaining to land use, density/intensity, design and development, resource conservation, public safety, and other pertinent topics to assure consistency. In particular, the Zoning Map will need to be revised to be consistent with the proposed General Plan land use designations. State law requires that the Zoning Ordinance be revised to reflect the adopted General Plan within a reasonable period of time, which is typically one year. Implementation Measures LU-17 and AI-4 require amendments to the Zoning Ordinance to ensure consistency with the General Plan. However, even in the interim before Zoning Ordinance revisions, development within the city will be

required to adhere to the new General Plan, because it sits at the top of the city's land use hierarchy and serves as the city's "constitution" for future land use and development. As such, the proposed Project is not considered inconsistent with the City's Zoning Ordinance; impacts would be *less than significant*.

#### *City of Healdsburg Specific Plan for Area A*

The proposed General Plan proposes no changes to the land uses, density/intensity, design, or other development standards included in the Area A Specific Plan. Therefore, there would be *no impact* associated with the proposed Project.

#### *Ridgeline North Area Plan*

Policy implementation measure LU-6 calls for the rescission of the Ridgeline North Area Plan to reflect the property's purchase by the Sonoma County Agricultural Preservation and Open Space District for a natural open space preserve. This rescission would have no impact on the management plan adopted by the District in 2006 for the entire 150-acre Healdsburg Ridge Open Space Preserve. . Therefore, there would be *no impact* associated with the proposed Project.

#### *Saggio Hills Area Plan*

The proposed General Plan proposes no changes to the land uses, density/intensity, design or other development standards included in the Saggio Hills Area Plan. Therefore, there would be *no impact* associated with the proposed Project.

#### *Grove Street Neighborhood Plan*

The proposed General Plan Land Use Map proposes changes to the land use designations of some properties within the Grove Street Neighborhood Plan area. The land use designations for two properties on the southside of West Grant Street will change from Professional Office/High Density Residential to Medium High Density Residential and High Density Residential. On the east side of Grove Street, properties designated Light Industrial will be redesignated Industrial. However, these redesignations will not result in changes to the type of development that could occur on those properties, as all but one of the properties are already developed, and there will be no change in allowable density for the single undeveloped property. Furthermore, any development within the Grove Street Neighborhood Plan area will be required to be consistent with the policies included in the plan. As such, development at the interface of different land use designations will be designed to ensure compatibility between the uses through the use of setback and landscape buffers. In addition, noise mitigation measures will be required when either a new residential land use is located adjacent to an industrial or commercial land use or when a new commercial or industrial land use is located next to a residential land use. Therefore, impacts associated with the proposed Project's potential to conflict with an applicable land use plan, policy or regulation would be *less than significant*.

***Impact IV.J-4: The proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan.***

As discussed under Impact IV.E-6 (Biological Resources), the proposed Project is not expected to conflict with any adopted conservation plans. Therefore, there would be ***no impact*** associated with the proposed Project.

## **CUMULATIVE IMPACTS**

The geographic context for the cumulative impacts associated with land use issues is Sonoma County, which assumes full buildout of the proposed General Plan, in combination with buildout of the county as currently planned.

It is anticipated that future growth within parts of the county would result in infill development. Changes to the existing land use environment in the area could also occur through the conversion of vacant land and low density uses to higher density uses, or through conversions of existing land use (e.g., from agricultural to residential). However, it is assumed that this future development would be consistent with the adopted general plans of incorporated cities within the county, as well as zoning requirements (see Impact IV.J-3). This development is also anticipated to be consistent with CEQA evaluation and mitigation requirements, and design review. Therefore, it can be assumed that through these requirements, future development would be substantially compatible with existing land uses. For this reason, cumulative impacts on land use as a result of incompatibilities between existing and future development would be ***less than significant***. The contribution of the proposed General Plan to such cumulative land use impacts would be ***less than significant*** and is thus not cumulatively considerable because development under the proposed Project would be compatible with the land uses that surround it. This cumulative impact would also be ***less than significant***.

It is also anticipated that regional growth will be reviewed for consistency with adopted land use plans and policies by the County, City of Healdsburg, and other incorporated cities, in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies would be ***less than significant***. In addition, the contribution of the proposed General Plan to such cumulative impacts would be ***less than significant*** as new development would be compatible with surrounding land uses and consistent with applicable plans, policies, and regulations. As a result, development under the proposed General Plan would not contribute to any cumulative impacts associated with plan or policy inconsistency. This is considered to be a ***less than significant*** impact.

## **MITIGATION MEASURES**

With implementation of applicable regulations and the proposed General Plan policies and implementation measures listed above, no mitigation measures would be required for IV.J-1 through and IV.J-4. Additionally, no mitigation measures would be required for cumulative impacts.

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