

## 2.2 PLANNING SUBAREAS

This section establishes policies specific to fourteen planning subareas in the city, as shown in Figure 2-1. Policies in this element complement citywide policies included in the Land Use and other elements. Land use information has been collectively derived from analysis of land use and urban design patterns and the need for focused planning efforts and activities. Descriptions of these areas and detailed policies for each subarea are included. Note that some overlap occurs between the subareas affected by the Central Petaluma Specific Plan.

### 1. CPSP

The Central Petaluma Specific Plan (CPSP) subarea encompasses nearly 400 acres within the heart of the city and is characterized by the Petaluma River, the Turning Basin, and an active rail corridor. Warehouses and light industrial uses, mixed with new office and residential development, lie in the blocks west of the river in an area historically referred to as the “warehouse district.” Commercial uses lie primarily near the Basin, and along Petaluma Boulevard South. This subarea also contains a portion of the city’s Downtown fronting the river.

The CPSP aims to bring together the eastern and western portions of the city while focusing on the river as an amenity and linkage within the city. While the Plan is also aimed at supporting existing viable industrial uses, it advocates for greater densities and mixed use opportunities, including ground floor retail. The Central Petaluma Specific Plan envisions the following major objectives:

- *City-centered Growth.* Projected new employment, housing, shopping, and entertainment activities will be directed into the Central Petaluma area, adjacent to Downtown and future transit facilities.
- *Connections to the River.* Public access along the Petaluma River will be provided, while maintaining traditional industrial and warehouse waterfront activities while enhancing the ecological setting.
- *Alternative Transportation.* A variety of viable transportation alternatives will be developed, including water taxi service, passenger rail and station areas, multiuse river trail, and on-street bikeways.
- *Industrial Riverfront.* Industrial and business service uses along the riverfront will be retained and expanded. Compatibility between established heavy industry and new development is a priority for the Plan.
- *City Identity.* Central Petaluma’s physical features—including the Petaluma River and estuary, McNear Peninsula, Petaluma Depot, and architecturally significant buildings—will serve as focuses and amenities for new development.

Except for designated agricultural support and river dependent industrial areas, the Central Petaluma Specific Plan calls for a single mixed-use designation throughout the subarea, along with creation of four new zoning districts to reflect the area’s diverse character and future potential. The CPSP uses a “smart code” to address development standards for future development consistent with the policies of the Specific Plan.

### Policies and Programs:

*Land use development in the CPSP subarea shall be undertaken according to the Central Petaluma Specific Plan, unless amended herein or on the Land Use Map. Densities and FARs within the boundary of the CPSP shall be undertaken in accordance with the CPSP.*

- 2-P-9 Provide for the extension of Copeland Street to Petaluma Boulevard North in the vicinity of Oak Street.**
  - A. Establish a plan line for the extension of Copeland Street to Petaluma Boulevard North.
- 2-P-10 Provide for the extension of Caulfield Lane from Lakeville Street to Petaluma Boulevard South (Southern Crossing).**
  - A. Establish a plan line for the extension of Caulfield Lane to Petaluma Boulevard South.
- 2-P-11 Encourage and support the rehabilitation and development of buildings and structures reflective of the history of Petaluma’s rich agricultural and river-oriented industrial past and present, such as:**
  - The Livery Stable (Steamer Landing Park) as an educational and/or cultural center.
  - The Petaluma and Santa Rosa Railroad Trestle as a boardwalk and/or trolley line.
- 2-P-12 Support the establishment of pedestrian access to the River, including the provision of a facility to allow launching of small, lightweight waterborne craft.**

**2-P-13 Meet the recreational needs of the increasing residential population through the development of a community park in the Lower Reach of the CPSP area.**

**2. DOWNTOWN**

The heart of Petaluma is its Downtown, which includes an historic commercial district on the National Register of Historic Places. Established in the mid-1800s, Downtown Petaluma was developed with a grid of regular streets and small blocks. Today, its historic structures, iron front facades, walkable street scale, and a number of entertainment businesses and restaurants continue to make it an important district in the city.

The original Downtown extended along Main Street (now Petaluma Boulevard) to Washington Street. Its boundaries now stretch among three subareas—CPSP, West, and East Washington Corridor. The Downtown Commercial District was created to ensure that architectural heritage is preserved within the city’s original commercial core. This area, encompassing approximately 31 acres, is generally bounded by Prospect Street to the north, D Street to the south, the Petaluma River to the east, and Kentucky and Fourth Streets to the west. In 1995, most of the city’s Downtown was placed on the National Register of Historic Places and established as a National Register District. In 1999, Design Guidelines for the District were adopted. Any work within the District is subject to the Secretary of the Interior’s Standards for Rehabilitation.

Downtown’s unique characteristics—historic buildings, the river, and pedestrian scale—make it a destination point with visitors and residents alike. This General Plan envisions preserving and enhancing these features in order to create a vibrant mixed-use center, with specialty retail, restaurants, public uses, professional offices and limited opportunities for residential uses.

**GOAL 2-G-3: Downtown**

**Advance Downtown Petaluma as a focus of civic and cultural activity in the community, retain a strong pedestrian orientation and scale, preserve and enhance buildings of historic and architectural importance.**

**Policies and Programs**

*See Section 9.4 in the Economic Health & Sustainability Element for policies regarding Downtown’s economic*

*vitality.*

**2-P-14 Promote the development and intensification of the Downtown commercial core as both a visitor destination and a neighborhood retail center.**

**2-P-15 Maintain a downtown presence for government and other civic functions.**

**2-P-16 Enhance linkages between Downtown and the river, and increase street connectivity with the surrounding neighborhoods.**

**2-P-17 Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theatres, public art galleries and shows, and outdoor gathering places within the Downtown area.**

**2-P-18 Develop Downtown uses and activities that relate to the city’s history:**

- Continue the preservation, rehabilitation, and reuse of historically significant structures within the Downtown, as directed by the Petaluma Historic Commercial District Design Guidelines.
- Build upon the public signage program to incorporate historical information.
- Develop a program for reflecting Downtown’s agricultural past in the built space or through activities. Examples include retail outlets specializing in North Bay-produced foodstuffs and other regional products, and events focused on the continuing vitality of regional agriculture (wine events, cheese tasting, produce and/or product award programs, etc.).

**2-P-19 Maintain the grid street pattern within Downtown, and improve connections between Downtown and surrounding areas.**

**2-P-20 Allow a greater diversity and intensity of activities while strongly supporting continuation of traditional river-dependent, agricultural support and other industries.**

**2-P-21 Maintain a cohesive street tree program integral to redevelopment and new development within the Downtown area.**

Figure 2-1



### 3. WASHINGTON CORRIDOR

The East Washington/Washington Street corridor serves as the principal east/west connector and one of the primary gateways into the community connecting the rural landscape with Petaluma's urban center. The City's 1987 General Plan noted: "Washington Street itself is broad, treeless, unrelieved asphalt and concrete with a number of confusing driveways and signs." Little has changed in this corridor.

While the Central Petaluma Specific Plan addresses a short section of this corridor, the remainder represents a significant opportunity to address community character and connectivity, particularly between Downtown and the East Washington/McDowell intersection. Each end of the Washington Street subarea consists primarily of residential areas; the central portion is predominantly low-intensity mostly single-story automobile-dependent commercial uses such as retail, small offices, gas stations, and fast-food restaurants. The street is heavily trafficked, with multiple driveway cuts and few amenities for pedestrians and cyclists. The street serves as a bus corridor and a regional through route to the coast.

The 2025 General Plan conceptualizes Washington Street as a mixed use arterial that accommodates cars, but is designed for pedestrian comfort and walking, with a mix of high intensity land uses, and streetscape improvements to present a strong and memorable gateway. Existing residential structures of potential local significance, such as, but not limited to, 421 and 423 East Washington, known as the Soberanes homes, and 415 East Washington, are important reflections of their past when this corridor represented the eastern edge of the community. Further examples

of the historic nature of this corridor include 1197 East Washington, known as the Martin House, which is listed on the National Register of Historic Places. Retaining these structures, in their current locations, preserves the historical context in which they were established.

New development in this corridor will result from reuse and redevelopment of low-intensity uses in the central portion of the corridor that extends from Lakeville Street to Highway 101. East of Highway 101, aside from potential reuse of older shopping centers (addressed in the Washington Core section), residential uses along the corridor will remain, although streetscape improvements will reinforce the desired boulevard character of this corridor.

#### GOAL 2-G-4: Washington Corridor

**Encourage the evolution of land uses to create a corridor of mixed-use development.**

##### Policies and Programs

- 2-P-22 Encourage development with active ground level uses, plazas and open spaces, while allowing residential and commercial uses at upper floors.**
- 2-P-23 Facilitate development patterns that provide an urban edge along East Washington Street, providing visual continuity and cohesiveness, and increased safety.**
  - A. Undertake streetscape improvements to slow traffic speeds, widen sidewalks and promote a pedestrian orientation. Add trees that maximize shade and sense of enclosure. Select street trees appropriate to the scale and character of the



*Streetscape improvements, such as trees and the reduction of curb cuts, will allow for a more pedestrian-friendly environment along East Washington Street.*

area. Include street tree planting for lateral streets accessing the corridor.

- B. Maintain design and development standards in the Development Code that incorporate:
  - Require building location and height to present a storefront along the corridor.
  - Design standards to promote a pedestrian orientation.
  - “Build-to” lines to ensure an expanded sidewalk or outdoor seating, while maintaining a cohesive corridor.
  - Parking lots at the rear of buildings, accessible from side streets where feasible.
  - Provide for a transition between the more traffic-oriented East Washington Street corridor and the residential areas immediately adjacent to the corridor.
- C. As development/redevelopment occurs require the reduction or elimination of curb-cuts along East Washington Street; and encourage potential consolidation of lots to maximize access from side streets.
- D. Ensure that development at the old Kenilworth Jr. High school site and any future redevelopment of the Fairgrounds property maintains a public, pedestrian, and active face along East Washington Street, and provides civic and ceremonial spaces with links to the Library and other uses.
- E. Explore the feasibility of establishing a parking district or other methods of consolidated parking for the corridor, including joint use possibilities with the Fairgrounds or other uses in the area.
- F. Using the Mobility Element as a guide, develop a cohesive streetscape plan for the corridor west of Highway 101 that incorporates widened sidewalks, street trees, reduced traffic lanes or elimination of center turn lane (or addition of a landscaped median between left turn lanes if lane is maintained), and reduction or elimination of mid-block driveways.

**2-P-24 Enhance pedestrian crossings in the Washington Street section to improve safety and neighborhood connectivity.**

**2-P-25 Improve bicycle circulation through the corridor by adding bicycle lanes on or parallel to East Washington Street (i.e., East D Street and/or Madison Street).**

#### 4. LAKEVILLE HIGHWAY

The Lakeville Highway subarea is bounded by Lakeville Highway, the Petaluma River and estuary, Frates Road, Petaluma’s Urban Growth Boundary (UGB), and Highway 101. The subarea’s main thoroughfare, Lakeville Highway, is a gateway to Petaluma both from its Highway 101 interchange, its approach from the county areas on the southeast edge of town, and from communities to the east and south via Highways 116 and 37.

A large portion of the subarea consists of marshlands, public trails, and open space along the river, and business and light industrial parks at the southern terminus of McDowell Boulevard South. The new Ellis Creek Water Recycling Facility, located on the former Mascorini Ranch, includes the old farm house, trails, and open space. Unincorporated rural lands lie east of Lakeville Highway, which effectively frame the southeast corner of the City. This subarea also contains the Petaluma Marina and the city’s largest hotel.

The Lakeville area contains a residential neighborhood, which enjoys proximity to Shollenberger Park, a large dredge disposal site and wetlands area with trails. With more residential development anticipated in this area, creating a cohesive neighborhood and close access to stores and services, as well as connections to the residential areas north of Lakeville Highway, is appropriate. Additionally, infill and redevelopment opportunities to increase employment densities remain in the Lakeville and Oakmead Northbay Business Parks.

#### GOAL 2-G-5: Lakeville Highway

**Enhance the connectivity across and between all land uses along the Lakeville Highway to minimize the barrier it creates by presence, design and vehicular speed.**

#### Policies and Programs:

**2-P-26 Foster development of a cohesive high-density residential neighborhood adjacent to Shollenberger Park, with a new “main street” style neighborhood center at or along Casa Grande Road.**

- Require new development adjacent to the street to include neighborhood-oriented commercial uses facing the street at the ground level, while allowing other uses at the upper level;

- Require new development to be built to the edge of property line along Casa Grande Road; and
- Work with property owners on a streetscape plan to provide a pedestrian orientation and a gateway into the evolving residential neighborhood.

- 2-P-27 Enable opportunities for a variety of synergistic and compatible uses adjacent to the Petaluma Marina.**
- 2-P-28 Support infill and intensification of business park/light industrial uses at the eastern end of the subarea.**
- 2-P-29 Encourage reuse and intensification of sites west of Casa Grande Road by permitting a diverse range of uses (including residential) at moderate to high intensities.**
- 2-P-30 Encourage new development between the Marina and Lakeville Highway to be compatible and synergistic with the Marina complex.**
- 2-P-31 Enhance ecological diversity, education, and enhancements along the Petaluma River and Estuary.**



*Lakeville Highway is a high speed corridor lacking in pedestrian amenities and scale; it represents a barrier between residential neighborhoods and access to nearby commercial and recreational opportunities.*

## 5. PAYRAN-MCKINLEY

Bordered by Highway 101, the railroad tracks, Lakeville Street, and East Washington Street, the Payran-McKinley subarea consists primarily of residential uses and a few large vacant parcels, primarily adjacent to the Petaluma River, Lynch and Washington Creeks, and Highway 101. It features a diverse range of housing densities for local residents, with single-family dwellings, townhomes, apartments, and senior housing options.

A few active agricultural processing and industrial uses are located along the river and the railroad tracks, which remain important to the agricultural history of the community and the farming community still operating in the county. This subarea also houses a network of open spaces along the Petaluma River and tributary creeks. Through the implementation of the Petaluma River Access and Enhancement Plan, these open spaces will be developed further with greenways and trails while preserving riparian corridors that convey water. Where feasible, the creation of flood terraces will help control flooding as well as provide habitat restoration and protection of remnant wetland corridors.

Historically, the Payran-McKinley neighborhoods are some of the most impacted by the Petaluma River floodwaters, and many of the vacant parcels are partially within the river floodway and floodplain. The U.S. Army Corps of Engineers flood control project, however, has been constructed to reduce flooding in the Payran Reach (see the Water Resources Element for discussion of surface water issues). Located between Highway 101, the river, and the railroad tracks, these lands are also constrained by limited vehicular access. As such challenges are overcome, these vacant areas could provide significant development opportunities.

### GOAL 2-G-6: Payran-McKinley

**Maintain and develop the area with a diverse range of residential densities appropriate to the character of this central urban neighborhood while enhancing the creek corridors.**

#### Policies and Programs:

- 2-P-32 Improve accessibility through the neighborhood and vacant lands by extending the street grid as opportunities arise, such as Burlington, Jesse/Rocca, Edith, or new roadways and or pedestrian/bikeways over the river/creeks.**

- 2-P-33 **Develop the Petaluma River as a publicly-accessible green ribbon, fronted by streets, paths, and open spaces by implementing the Petaluma River Access and Enhancement Plan.**
- 2-P-34 **Foster connections to the river from surrounding areas and ensure that new development adjacent to the river is oriented toward it.**
- 2-P-35 **Through site planning techniques, protect residential units from visual and noise impacts from Highway 101.**
- 2-P-36 **Ensure that intensification of East Washington Street does not unduly impact residential uses by requiring new development in the corridor to provide an adequate transition.**
- 2-P-37 **Use the Natural Environment Element, Water Resources Element and the Petaluma River Access and Enhancement Plan as tools to:**
  - Implement the Petaluma River greenway by maintaining setbacks.
  - Creating flood terraces where appropriate.
  - Preserving flood storage capacity of the floodplain.
  - Protecting and enhancing habitat conservation areas.
  - Protecting and enhancing oak and riparian habitat and other open spaces along the river.
- 2-P-38 **Promote greater accessibility to the Petaluma River and vacant lands through road extensions, bikeways, and trails, including:**
  - Extending Burlington Drive northward across Lynch Creek, and consider other options to extend streets through to new developments.
  - Requiring new development to be oriented to the river, and providing continuous public access to the riverfront.
- 2-P-39 **Explore the feasibility of using floodplain areas for public spaces and recreational uses, such as on the Johnson Property (see Recreation, Music, Parks, and the Arts Element).**
- 2-P-40 **Develop two new Parks—a community park northeast of Petaluma River/Lynch Creek and a neighborhood park along the river near Cedar Grove Park.**

## PETALUMA BOULEVARD

Petaluma Boulevard North and South serve as gateways from Highway 101 toward Downtown. The arterial roadway also serves as the main north/south corridor for the western half of the community, and provides access to cross-town roadways such as Corona Road, Payran, East Washington, Lakeville and “D” Streets. Both entrances pass through unincorporated areas of Petaluma with rural or commercial/industrial land uses, open roadside drainage swales and vacant or under-utilized parcels. The northern gateway offers a mature tree-lined stretch of road, which when driven appears to be heading away from, rather than toward, an urbanized area. The southern gateway serves as access to heavy industrial and river-dependent uses, some of which were displaced from locations more central to the community. Petaluma Boulevard also encompasses portions of the Petaluma River as it flows through and away from the city.

Petaluma Boulevard North and South subareas are different in their character, as discussed below.

## 6. PETALUMA BOULEVARD SOUTH

Petaluma Boulevard South is the southern gateway to the city as it is approached from Highway 101 while passing through Petaluma’s rich estuary. This thoroughfare presents a working industrial face to the northeast, grassy fields dotted with oaks to the southeast, and distant vistas across the Petaluma River and the southeast quadrant of the community to the Sonoma Hills. Very low building intensities on industrial sites accommodate storage and working yards. Single family residences are located on the west side of Petaluma Boulevard South with significant additional development potential. Existence of street frontage improvements, or lack thereof, clearly indicates those areas within the city from those still in the unincorporated area of the County. Petaluma Boulevard South is comprised of two distinct areas:

- *East of Highway 101.* Located within the Urban Growth Boundary, but currently beyond city limits, this area will remain industrial in character and offers opportunities to preserve views to the Petaluma River and beyond. While river-dependent uses will be preserved and intensified, streetscape improvements to this portion of the Boulevard will slow traffic while strengthening this gateway.
- *Highway 101 to D Street (includes areas across from the Central Petaluma Specific Plan).* As one



approaches downtown Petaluma, this portion of Petaluma Boulevard South becomes more urban in character. Between Highway 101 and McNear Avenue significant changes will occur during the early life of this General Plan. New residential neighborhoods and the eventual extension of Caulfield Lane, as the Southern Crossing, to connect to Petaluma Boulevard South will provide east/west linkages for the whole community. As development results in changes to the character of the roadway itself (i.e.: better definition of lanes, provision of street lights, curbs and sidewalks, addition of trees, etc.) the sense of arrival to a community will move southward. Existing vehicle speeds on the Boulevard need to be addressed to insure the new neighborhoods are not subjected to conditions not conducive to pedestrian and bicycle safety. The use of roundabouts can improve the sense of entry.

- *North of McNear Avenue the eastern side of the Boulevard is envisioned having an intense urban form as established in the CPSP.* The western side of the Boulevard, on the other hand, will act as a transition from the high-intensity development of the CPSP to the small scale neighborhoods to the west, enabling preservation of historic buildings, and views of hills while acknowledging diversity of the built and natural landscape. This portion of the Boulevard will have a similar mixture of uses as the CPSP, but at a lower intensity.

### **GOAL 2-G-7: Petaluma Boulevard South**

**Create a strong sense of entry into the community and provide a transition from the highway to the Central Petaluma Specific Plan area.**

#### **Policies and Programs:**

- 2-P-41 **Provide gateway improvements both east and west of the Highway 101 overcrossing.**
- A. East of Highway 101, undertake a streetscape improvement program that recognizes existing trees, incorporates new trees and vegetation, while reinforcing a visual and physical connection to the Petaluma River and estuary.
  - B. Preserve and expand river-dependent industrial uses, while improving appearance from Petaluma Boulevard South with landscaping.
  - C. Develop the terminus of the Caulfield Lane "southern crossing" with Petaluma Boulevard South as a gateway, with methods—such as a roundabout, tree-lined median, reduced lane widths, or other traffic calming/design treatments—to slow traffic and define an entrance into the community and new neighborhoods.
- D. With or without the southern crossing develop traffic calming measures to address traffic speeds.
- 2-P-42 **Provide vistas eastward to the Petaluma River and across toward Sonoma Mountain.**
- 2-P-43 **Provide additional pedestrian/bicycle access to and along the riverfront to connect to existing and future trails toward Downtown.**
- 2-P-44 **In the stretch between Mountain View Avenue and D Street, maintain a mix of uses similar to those at CPSP, but at a lower height and intensity (to address views, shading, sense of scale, etc.), while preserving historic structures along the corridor.**
- 2-P-45 **Allow intensification of the bowling alley site to an appropriately-scaled Neighborhood Commercial center, extending along the southern side of Petaluma Boulevard to Mountain View Avenue.**
- 2-P-46 **Explore the feasibility of extending I Street and Mountain View Avenue to the Petaluma River and a pedestrian connection between Petaluma Boulevard and the river as redevelopment opportunities arise.**

## 7. PETALUMA BOULEVARD NORTH

Highway 101, the western edge of the Urban Growth Boundary (UGB), Washington Street, and the railroad tracks define the Petaluma Boulevard North subarea. Commercial and industrial uses on the eastern side of Petaluma Boulevard North, and rural residential developments on the western side, characterize this subarea. Some of the dominant retail centers in Petaluma—the Auto Mall and the Factory Outlet Village—are located between Petaluma Boulevard and Highway 101. Some of the largest tracts of vacant land within the UGB are located within or adjacent to the Petaluma River floodplain.

In addition to the main through road, Petaluma Boulevard North, this subarea is served by Corona Road and Industrial Avenue within the city and rural roads such as Gossage Avenue, and Skillman Lane in the unincorporated County area. A principal defining feature of the area, although currently not consistently visible from public streets, is the Petaluma River.

Petaluma Boulevard North is comprised of three distinct areas:

- *Petaluma Boulevard North–North of Cinnabar Avenue.* This western portion of Petaluma Boulevard North serves as a gateway connecting Highway 101 to Downtown. The General Plan seeks to reinforce the rural character of the boulevard. This section of the boulevard, along with the twin bridges, is characterized by a median, many portions of which boast full-grown sycamore trees and has been identified as a community asset to be preserved and expanded upon. This subarea contains small, narrow parcels sandwiched between the roadway and the river and, across the Boulevard, parcels of varying size and topography. A small underdeveloped commercial node exists at Corona Road.
- *Petaluma Boulevard North–South of Cinnabar Avenue.* The median along Petaluma Boulevard North terminates at Cinnabar Road, and gradually acquires a more urban character. South of Payran Street many older and smaller buildings are built to the street. The General Plan provides for intensification along the corridor, with intensities increasing approaching Downtown, and reinforcement and intensification of the neighborhood commercial cluster at Payran Street.

- *Petaluma River Corridor.* The General Plan envisions this stretch of the river as a green ribbon connecting neighborhoods, with full public access and recreational spaces along the river. Unconstrained sites will be developed with moderate to high-intensity uses, designed with sustainable practices and providing accessibility and connections to the river. Creation of flood terraces to retain and, where possible, increase the storm water carrying capacity of the river and reduce the extent of localized flooding are expected to be developed within this Reach while enhancing ecological diversity of the riparian corridor.

### GOAL 2-G-8: North of Cinnabar Avenue

**Maintain the rural character of the entry roadway with large median trees and significant building setbacks along Petaluma Boulevard North.**

#### Policies and Programs:

- 2-P-47 Reinforce Petaluma Boulevard North as a gateway into the city. Maintain the area north of Cinnabar Avenue along the western edge of Petaluma Boulevard in a rural character (except for a minor neighborhood commercial node at Corona Road), with trees, vegetation, and building setbacks reinforcing the historical design of the corridor as a landscaped boulevard.**
  - A. Monitor and replace, if required due to age or disease, the existing Sycamore trees located within the median in order to preserve the character which these trees lend to this gateway. Replace with 24" box or larger.
  - B. Enhance ecological diversity by planting native oaks, buckeyes and other appropriate native species to enhance gateway.
- 2-P-48 Maintain the rural character to the west of this corridor by limiting density:**
  - **To primarily Rural Residential uses west and north of Gossage Avenue.**
  - **A combination of Rural and Low Density Residential uses south of Gossage Avenue.**
  - **Limiting the mixed use of the KOA site to allow continuation and possible expansion of the variety of uses on the site (i.e. recreation/camping, support commercial, RV storage, outdoor recreational activities, seasonal events, etc.)**

- 2-P-49 Encourage development of small scale Neighborhood Commercial uses at the Corona/Skillman/Petaluma Boulevard North corners.
- 2-P-50 Ensure that all development along Petaluma Boulevard North, north of Cinnabar Road, provides significant building setbacks, with vegetation and trees to maintain a rich ecological diversity and landscaped character along the street.
- 2-P-51 Develop a neighborhood park at Jessie Lane/Petaluma Boulevard North.
- 2-P-52 Prohibit the use of sound/noise-attenuation walls along Petaluma Boulevard North.

### **GOAL 2-G-9: South of Cinnabar Avenue**

Create a transition from the northern rural gateway to Downtown.

#### **Policies and Programs:**

- 2-P-53 Permit a mix of uses, with fairly high intensities to create the ambiance of a bustling urban corridor.
- 2-P-54 Reinforce existing Neighborhood Commercial uses at West Payran Street; encourage intensification and expansion of the existing center to provide a wider range of products to meet the needs of the surrounding neighborhoods.
- 2-P-55 Encourage development of the area south of Payran Street as an urban corridor, with a mix of uses comparable to those of the Central Petaluma Specific Plan, increasing in intensity approaching Downtown.
- 2-P-56 Preserve and enhance the oak woodland setting and integrate development to protect and enhance these resources.

### **GOAL 2-G-10: Petaluma River**

Incorporate the River as a focal point for development along the Boulevard.

#### **Policies and Programs:**

- 2-P-57 Foster connections to the river from surrounding areas and ensure that new development adjacent to the river is oriented toward it.
- 2-P-58 Use the Petaluma River Access and Enhancement Plan as the tool to implement the Petaluma River Corridor by maintaining setbacks; creating natural flood terraces where appropriate; and enhancing floodplain and habitat conservation areas and other open spaces along the river utilizing an ecologically-based design approach.
- 2-P-59 Promote greater accessibility and views to Petaluma River through road extensions, bikeways, and trails, including:
- Requiring new development to be oriented to the river, and provide continuous public access parallel to the riverfront.
  - Extending Industrial Avenue south of Corona Road.
  - Requiring a new pedestrian/bicycle connection to the river east of Jessie Lane and intersecting with Petaluma Boulevard North.
  - Requiring a new street connection to the river at, or near, the intersection of Gossage Avenue.
  - Requiring paths from the area of Jessie Lane southwest toward Magnolia Avenue to link with existing neighborhoods.
  - Enhancing the ecological diversity of the riparian corridor.
  - Requiring development to enhance the natural ecology along the river.



*The Petaluma River is the central spine that weaves together the city's neighborhoods with publicly accessible open space as new development occurs.*

**THE HILLS**

Located along the edges of the city’s Urban Growth Boundary, the western and southern foothills are rural in character. Rather than introduce urban densities into these subareas, the General Plan retains the existing rural large-lot pattern. Focusing development on the Petaluma River and along key corridors (i.e. Washington Street and Petaluma Boulevard) allows parcels in the western and southern hills to be reserved for primarily Rural and Very Low Density residential uses, as well as City Parks, Open Space, an extended Urban Separator, and trails.

**8. WEST HILLS**

West Hills is primarily defined by Petaluma’s Urban Growth Boundary (UGB) to the west and south. Although this area contains more vacant land than any other subarea, much of it is constrained by steep slopes. West Hills’ rural quality is emphasized by these tracts of open land, as well as older, narrow roads, wildlife corridors, grasslands naturally dotted with mature oak woodlands, remnant hedge/wind rows, agricultural plantings (e.g. walnut trees), and a wide range of home styles and sizes. About one and a half acres of commercial and office uses lie near the intersection of Bodega Avenue and Paula Lane; this mixed-use area will continue to provide convenience retail for surrounding urban and rural residents.

With its grassy slopes, large oaks, natural streams and low housing density, West Hills serves as a transition area from Petaluma’s urban densities to the rural residential uses, agricultural activities, and grazing land beyond the UGB.

**GOAL 2-G-11: West Hills**

**Reinforce the existing rural character and densities of the hillside neighborhoods.**



**Policies and Programs:**

**2-P-60** Provide a transition from the urban densities of Downtown to the rolling hills and agricultural lands beyond the UGB.

**2-P-61** Protect existing agricultural uses, wildlife, historic and cultural resources, and natural vegetation.

**2-P-62** Preserve the rural aspect of the area by maintaining the existing density (Rural, Very Low and Low Residential) and land use patterns.

*A decrease in density through minimum lot sizes within the Development Code can achieve the desired transition.*

**2-P-63** Allow for clustering of residential units in the hills, permitting smaller lot sizes where clustering and common space is maintained and proposed development corresponds to stipulated density ranges.

*Also see Hillside/Ridgelines policies in Chapter 1.*

**2-P-64** Reinforce the existing Neighborhood Center uses at Bodega Avenue/Paula Lane by permitting limited mixed use development at this node.

**2-P-65** Require dedication of the Urban Separator and/or Urban Separator Pathway along the western and southern boundaries of the UGB.

**2-P-66** Develop gateways at City entrances on Bodega Avenue, Western Avenue and “D” Street that recognize the transition from a rural to urban area by enhancing existing natural to urban tree patterns.

**2-P-67** Create an open space network through residential areas by requiring integration of open space with public trails when properties are developed.



*The rural character of the West Hills subarea allow for a transition between agricultural uses (left) and the city core. The General Plan calls for the preservation of steep topography, mature oak trees, and ridgelines in the West Hills (right) and South Hills subareas.*

**2-P-68** Preserve the uniqueness of the property at the intersection of D Street and Windsor Drive (Scott Ranch) through incorporation of the following criteria in the future development process:

- Respect the gateway value with a minimum 100'-setback from D Street with no sound walls.
- Maintain a minimum of a 100'-setback along Kelly Creek and its tributaries.
- Preserve the red barns in place, designate them historic and encourage the incorporation of a nature study area.
- Preserve and maintain habitat areas and trees.
- Avoid slide areas and minimize grading.
- Provide a minimum 300'-wide Urban Separator.
- Provide a minimum of a 3-acre park site.
- Include the provision of trailhead facilities with restrooms and parking with a connection to Helen Putnam Regional Park.
- Respect City hillside regulations.

## 9. SOUTH HILLS

South Hills is a small subarea defined by Petaluma's Urban Growth Boundary (UGB) and I Street. The majority of this subarea remains unincorporated although many of the existing homes presently receive City utility services. Like the West Hills, this subarea is characterized by its topography of steep to rolling hills dotted with mature oak woodlands accommodating large rural residential lots (five acres or larger) arranged on narrow local roads (i.e. Purrington Road and the southern section of Mountain View Avenue). Open space in the form of the privately-owned Petaluma Golf and Country Club comprises a large portion of the land in this subarea, with scattered vacant residential parcels accounting for the remaining acreage. 'I' Street Extension provides a minor gateway from outlying agricultural lands.

The General Plan envisions little change to this neighborhood, preserving its existing hillside residential character, while allowing low density infill development on vacant and under utilized sites between existing neighborhoods and Purrington Road. The remaining lands could slowly develop, as utility extensions occur, to allow Very Low Density residential uses (up to two dwelling units/acre).

## GOAL 2-G-12: South Hills

Reinforce the existing natural character of the hillside neighborhoods, preserving topography and ridgelines.

### Policies and Programs:

- 2-P-69** Limit residential densities to Very Low and Low Density Residential.
- 2-P-70** Extend the Urban Separator and/or Urban Separator Pathway.
- To the extent feasible, provide an area up to 300-feet in width along the eastern boundary of the South Hills subarea by requiring dedication of land as Urban Separator, while allowing density transfers from the Urban Separator and Urban Separator Pathway to the developable portion of individual sites.
- 2-P-71** Develop a strong gateway at I Street with landscape treatment and views of the Petaluma Valley. Maintain the rural character and interface of the adjacent outlying areas of the UGB when designing gateway improvements.
- 2-P-72** Preserve the existing public viewsheds featuring the Petaluma community.
- 2-P-73** Minimize grading, to all extent possible, stepping development into and with the natural topography.
- 2-P-74** Preserve trees and enhance the natural woodland ecology of the South Hills subarea.

*Also see Hillside/Ridgelines policies in Chapter 1.*



*The South Hills subarea is lightly populated with rural single family homes tucked into hillside properties that provide beautiful views of Petaluma.*

## 10. WASHINGTON CORE

The Washington Core subarea is composed of a diverse mix of land uses. Two shopping centers, providing both neighborhood and regional retail uses for city residents, occupy opposing corners of the East Washington Street and McDowell Boulevard intersection.

The Sonoma-Marin Fairgrounds occupy the largest single parcel—about 64 acres in size. A diverse array of special events are held at the Fairgrounds throughout the year, including the annual Sonoma-Marin Fair in late June. The lease of the Fairgrounds site (owned by the City) will expire in 2023, at the far end of the General Plan time frame. The long-term value of having a Fairgrounds site in Petaluma has been supported by the community, although the Fairgrounds could be considered for relocation to a site with greater flexibility or redevelop the existing site to meet the economic and use needs of the Fair District. In case of future reuse and relocation of the Fairgrounds, extension of the street grid into new development will help connect Petaluma’s central/core neighborhoods. The old Kenilworth Junior High School site, located adjacent to Highway 101, is slated for reuse as a shopping center with a combination of large stores and smaller shops, and townhomes. Orienting the redevelopment of this block toward existing arterial streets and established, older neighborhoods will insure compatibility of design and intensity.

A grid of bungalows originally housing riverfront workers lies behind the East Washington Street and Lakeville Street corridors, southwest of Payran Street. Property-owners have rehabilitated lots and expanded houses to allow two and three units on some parcels. Houses are located near the street and feature small porches or stoops. However, some buildings within this subarea, particularly along Lakeville, fail to define the street, often face away from the road, and are out of scale for the pedestrian.

Continued renovation and preservation of the housing stock within this area, as well as an emphasis on creating a more urban form, will retain the uniqueness of this neighborhood within easy walking distance of Downtown and local services.

Washington Core has great access and visibility from Highway 101. The planned Caulfield Lane extension (southern crossing) will provide increased accessibility to the area from the southern areas of the city as well.

## GOAL 2-G-13: Washington Core

**Strengthen the connection between Downtown and the Washington Core sub-area.**

### Policies and Programs:

- 2-P-75** Allow development and redevelopment to intensify the land uses while preserving the quality and character of the Old East D Street neighborhood.
- 2-P-76** Develop the area with a diverse range of commercial and residential uses with intensity and character appropriate to a central urban neighborhood.
- 2-P-77** Capitalize on opportunities to provide Regional and Community Commercial facilities at the old Kenilworth school site, while integrating new development with the intended scale and new character for East Washington Street.
- 2-P-78** Foster intensification and redevelopment of existing Neighborhood Commercial centers in the McDowell Boulevard corridor.
- 2-P-79** Extend traditional street grids as opportunities arise.
- 2-P-80** Encourage intensification of the Petaluma Plaza and Plaza North sites with a diverse range of Community Commercial uses. Ensure that new development:
  - Presents an urban face along McDowell Boulevard, with parking tucked behind buildings.
  - Incorporates bike access from Lynch Creek.
- 2-P-81** Permit a range of large and small-sized retail and office as well as residential uses on the former Kenilworth School site, while ensuring that the development:
  - Presents an urban/pedestrian face on Washington Street, with parking tucked behind buildings.
  - Incorporates a plaza or other civic open space.
  - Provides adequate open space to meet the needs of residents.
- 2-P-82** Work with the Sonoma-Marin Fair to explore more optimal use or relocation of the Fair’s site.
  - A. Optimal use could include redesign and

intensification of the existing acreage; reduction and intensification of the existing site; or master planning of the Fairground and adjacent property(ies) to create an improved layout of the fairground; improve compatibility with existing neighborhoods, and enhance adjacent development potential.

- B. If the Fairground is relocated, permit a diverse range of residential and commercial uses appropriate in intensity and character to compliment the residential neighborhood to the southwest, and new commercial uses toward Highway 101. Require provision of park and open space and extension of the existing street grid.

**2-P-83 Work with the Sonoma-Marín Fair to explore opportunities to achieve a joint-use agreement and/or year-around use of open space/green field areas of the fairgrounds for public access and/or recreational activities including group sports.**

**2-P-84 Consider the need for a transition zone between the more traffic-oriented East Washington Street and McDowell Boulevard and the more pedestrian lateral neighborhood streets and shopping centers.**

- Protect existing trees and develop a street tree program that maximizes shade and improves the pedestrian scale.

**2-P-85 Preserve existing and plant additional trees in the Washington Creek area between North McDowell Boulevard and Sonoma Mountain Parkway.**

**2-P-86 Provide enhanced facilities to encourage improved pedestrian and bicycle mobility along East Washington Street and East D Street, such as:**

- Enhancing the existing pedestrian overcrossing of Highway 101.
- Improving and expanding connections to the Lynch Creek trail system.
- Improve pedestrian and bicycle facilities on the East Washington Street overpass.

## **11. NORTH MCDOWELL BOULEVARD**

The North McDowell subarea lies between Highway 101, the Plaza and Plaza North Shopping centers, North McDowell Boulevard, the railroad tracks, and Petaluma's Urban Growth Boundary at the northeast corner of the community. It provides two gateways into Petaluma—through Old Redwood Highway and Highway 101. Along with Sonoma Mountain Parkway/Ely Boulevard South, McDowell Boulevard itself is a primary north-south connector for the eastern portion of Petaluma. In general, heavy traffic volumes, large parcels, lack of continuous sidewalks, and introversion of its developments make most of North McDowell more amenable to the car than to the walker or cyclist.

Commercial and industrial uses dominate the North McDowell Boulevard subarea. Highway-oriented commercial uses—such as hotels, restaurants, retail stores and auto service stations—are located adjacent to the Highway 101/Old Redwood Highway interchange. Business park complexes, featuring office and light industrial uses, are clustered along Old Redwood Highway and McDowell Boulevard. The North McDowell Boulevard subarea also contains a significant portion of the city's senior housing. South of Corona Road, four mobile homes parks and one apartment complex are located along North McDowell Boulevard, providing affordable living for Petaluma's seniors and families.

Approximately 15 percent of the North McDowell Boulevard subarea is vacant (77 acres), most of it adjacent to the proposed new Rainier Avenue interchange/underpass. Vacant and under utilized lots provide opportunities for expansion of commercial, office, and light industrial uses along North McDowell Boulevard. Mixed Use designations offer an opportunity to intensify existing uses and provide more diversity and employment intensity along this arterial roadway.

### **GOAL 2-G-14: North McDowell Boulevard**

**Recognize the complex demands upon the Boulevard and enhance the function and aesthetic value it could provide to the community.**

#### **Policies and Programs:**

**2-P-87 Where applicable, provide a transition in scale along North McDowell Boulevard between the industrial uses on the west side of the boulevard and the residential developments to the east,**

while allowing new development at intensities reflective of enhanced connections provided by the new cross-town connector and interchange at Rainier Avenue.

- 2-P-88 Provide enhanced pedestrian and bicycle network connections between the industrial, commercial and residential clusters.
- 2-P-89 Allow for a range of uses, including commercial, office and residential, in the mixed-use area on the southwest corner of North McDowell and Rainier Avenue.
- 2-P-90 Work with regional and other agencies to create a new light rail transit station near Corona Road with high-intensity, transit-oriented development.
- 2-P-91 Promote walkability by clustering business parks and increasing pedestrian linkages between office structures and nearby commercial and restaurant uses.
  - A. Develop a program for modifying existing lawn areas fronting industrial development to provide sidewalks.
- 2-P-92 Promote greater accessibility to the Petaluma River and neighboring areas, while enhancing the ecology and providing native planting through road extensions, bikeways, and trails, including:
  - Extending Lynch Creek Way northwest through new developments, connecting with the Rainier Avenue extension.
  - Extending Rainier Avenue westward to Petaluma Boulevard North, creating a new interchange with Highway 101.
- 2-P-93 Work with CalTrans and other agencies to establish a park-and-ride lot close to the new interchange. Include parking spaces with electric vehicle recharging facilities, secure bicycle parking, and reserved spaces for ride-sharing vehicles.
- 2-P-94 Encourage the development of landscape standards that reduce existing lawns and require tree planting.

## 12. NORTH EAST

Bounded by East Washington Street, North McDowell Boulevard, Corona Road, and Petaluma’s Urban Growth Boundary (UGB), the North East subarea consists of established suburban residential neighborhoods with low building densities and heights. Significant public uses include the Community Center, Lucchesi, Prince, and Leghorns Parks, numerous smaller neighborhood parks, Boys and Girls Club, Santa Rosa Junior College Campus, a public golf course, and numerous schools and churches. Neighborhood commercial is limited to a small shopping center on Sonoma Mountain Parkway. Arterials and principal connector roads are Sonoma Mountain Parkway, North McDowell Boulevard, East Washington Street, Maria Drive, and Rainier Avenue. East Washington Street and Corona Road serve as gateways to Petaluma at the eastern city limit.

This area follows the “neighborhood unit” concept to some degree, with commercial uses located at intersections of arterial streets, schools at the center of neighborhoods, and dwellings mixed throughout. North East contains more parks than any other subarea, as well as access to the public Rooster Run Golf Club and the Urban Separator running nearly continuously along its northeast boundary. Walking and bicycle trails that provide linkages between neighborhoods, open spaces, and other local destinations include those along Lynch, Capri, and Corona creeks. Opportunities exist to further link the network of walking paths, creeks, and open spaces in this subarea.

The character of this subarea is largely established, and given limited infill opportunities on vacant or under utilized land, it is unlikely that it will change substantially over the next 20 years. The Hansen House property, at 718 North McDowell, represents one of these infill opportunities. This structure represents a small remnant of the historic agricultural use of this area and should be preserved and incorporated into proposed development of the site. Transportation modes could change should development of a light rail system be completed with a rail stop at Corona Road.

### GOAL 2-G-15: North East

**Maintain the rich mix of residential densities, commercial opportunities, educational facilities, and natural and public amenities.**

#### Policies and Programs:



- 2-P-95 Preserve, improve and increase the inventory of and access to existing open space resources and schools.
- 2-P-96 Develop High and Medium Density Residential near the proposed rail transit station on Corona Road.
- 2-P-97 The parcel at the corner of Sonoma Mountain Parkway and Corona Road with a split designation of Medium Density and High Density Residential shall reflect the intent of providing a mixture of unit types both consistent with the surrounding neighborhoods and the desire for high density housing in proximity to the proposed rail station. Distribution of a mixture of medium and high density unit types across the property may be permitted.
- 2-P-98 Continue the Urban Separator and path along the northeastern boundary of Santa Rosa Junior College to provide the continuous link between neighborhoods.
- 2-P-99 Improve older streetscapes with added street trees, landscaping and pedestrian amenities.
- 2-P-100 Develop a gateway at East Washington Street/ UGB with landscape treatment.
- Maintain the rural character and enhance the natural ecology of those gateways adjacent to the UGB when designing street tree plans and landscape improvements.
- 2-P-101 East of Maria Drive, narrow East Washington Street from four lanes to two lanes (that is, one lane in either direction), with increased landscaping to screen sound walls, and with expanded sidewalks and bikeways.
- 2-P-102 Encourage neighborhood adoption and participation in the restoration of natural habitats (e.g. creeks and urban separator).
- Preserve the natural habitat and trees along creek corridors.
- 2-P-103 Work with neighborhoods to undertake enhancement projects within the Urban Separator (e.g. oak woodland, community gardens, and additional recreational amenities).
- 2-P-104 Keep Corona Road as a rural two-lane road (east of Sonoma Mountain Parkway) with an improved cross-section to facilitate safer bicycle and pedestrian use utilizing innovative design standards that increase connectivity and safety while maintaining the rural context.



*The north east quadrant of Petaluma provides a wide variety of land uses including community parks, shopping centers, diverse housing types, and the recently expanded Petaluma Campus of Santa Rosa Junior College.*

### 13. SOUTH EAST

The South East subarea is defined by East Washington Street, Highway 101, Lakeville Highway, Frates Road, and Petaluma’s Urban Growth Boundary (UGB). Lakeville Highway, Frates Road and East Washington Street all act as city gateways to Petaluma from the countryside and neighboring communities to the south and east.

The South East subarea, similar in scale and character to the North East, consists primarily of single-family residences. Shopping centers at McDowell Boulevard’s intersections with East Washington Street and Casa Grande Road service residential needs. The subarea has three elementary schools and one high school.

The Petaluma Municipal Airport, which lies near the eastern edge of the UGB, contributes to the large amount of public land in this subarea. Open spaces include the golf course located on Frates Road, small neighborhood parks, and the Urban Separator between the Airport and nearby residential neighborhoods. Open space corridors, with minimal trail and landscaping improvements also line most of the length of two creeks (East Washington and Adobe Creeks) in the subarea. Enhancing the ecological diversity of the creeks and providing improved public access and connectivity along these natural corridors would benefit the surrounding neighborhoods.

Relatively little vacant land is available in this subarea, and intensification opportunities are minimal as well. The largest vacant parcel east of the Rooster Run Golf Course, at the city’s edge, is currently slated for recreation uses. Like neighboring North East, the character of South East is largely defined by existing developments and most



*Single-family housing in the South East subarea, such as the Adobe Creek subdivision, provides housing for larger Petaluma families.*

likely will not change substantially over the next 20 years except by virtue of streetscape improvements and limited infill development. Unlike the North East subarea, this area does not have the same acreage and proximity of parks, which are primarily located along the Urban Separator and on school properties. Redevelopment of existing under utilized commercial areas on Casa Grande Road and South McDowell could allow more neighborhood serving uses.

#### **GOAL 2-G-16: South East**

**Encourage the enhancement of older neighborhoods through development of improved streetscapes, trail connections, and introduction of new neighborhood compatible uses.**

#### **Policies and Programs:**

- 2-P-105** Preserve the existing blend of residential, educational, public/semi-public (e.g. churches, schools) uses of the neighborhoods.
- 2-P-106** Preserve and improve open space resources by enhancing creek ecology along East Washington and Adobe creeks.
- 2-P-107** Encourage the development/redevelopment of small neighborhood serving commercial.
- 2-P-108** Encourage intensification/redevelopment of the existing Neighborhood Commercial uses at Casa Grande Road/McDowell Boulevard South.
- 2-P-109** Emphasize Lakeville Highway, Frates Road and Casa Grande Road as gateways to the city through landscape and sidewalk improvements.
  - Maintain the rural character and enhance the rural to urban transitions from the adjacent outlying areas of the UGB when designing street tree plans and landscape improvements.
- 2-P-110** Improve pedestrian and bicycle amenities along Frates Road/Cader Lane as access to industrial/employment areas and Shollenberger Park.
- 2-P-111** Extend bicycle paths along Adobe Creek, and provide new paths along major local connectors and city arterials.
- 2-P-112** Encourage neighborhood beautification projects emphasizing street tree programs and traffic calming (e.g. medians, roundabouts, road diets, street trees, etc.).

## 14. WEST

West—the largest and oldest subarea—includes all of Downtown west of Petaluma Boulevard, commercial uses, residential neighborhoods, schools, parks, churches and other religious facilities and open space. It is home to several historic areas, including the Petaluma Historic Commercial District, Oakhill-Brewster Historic District, “A” Street Historic District, as well as numerous neighborhoods of the quality to justify historic designation. Commercial and office uses within Downtown are housed in historic structures constructed at a pedestrian scale. Additional commercial development along the Petaluma Boulevard corridor provides neighborhood shopping, service commercial, and minor hotel uses. Other important public uses include Petaluma Junior High and High Schools, three elementary schools, City Hall, and the School Administration Center.

The West subarea provides a significant amount (105 acres) of the city’s vacant land acreage, although much of it is located in areas constrained by topography. Because neighborhoods in this subarea are the longest established in Petaluma, infill development needs to carefully consider issues of scale and character.

### GOAL 2-G-17: West

**Preserve the density, scale, architectural quality and character of existing neighborhoods while allowing intensification of Downtown’s unique mix of uses.**

#### Policies and Programs

**2-P-113 Strengthen pedestrian connections to Downtown and the Central Petaluma Specific Plan (CPSP) subarea through streetscape improvements along the Washington Street/Bodega Avenue corridor.**

**2-P-114 Maintain design and development standards in the Development Code reflective of traditional development patterns:**

- Allow for smaller lots and setbacks.
- Include design and structure massing controls to prevent large homes on small lots.

**2-P-115 Allow lot consolidation in residential areas only when finding that this will not negatively impact the existing neighborhood character.**

**2-P-116 Street trees shall be preserved and their numbers increased as development/redevelopment/remodeling occurs.**

**2-P-117 Establishment of additional Historic Districts, expansion of existing Historic Districts, and/or creation of, Neighborhood Preservation Districts by neighborhood, shall be required, initiated, encouraged and/or supported by the City.**



*Adjacent to Downtown, the West subarea includes well-preserved historic districts with many early-1900s homes.*