

Attachment 1

Putnam Park Extension Plan

SPAR Project Description

Background

The Putnam Park Extension Plan, as part of Earth Island Institute’s Kelly Creek Protection Project (KCPP), proposes to develop an approximately 47-acre public park on the majority of the property (52.4 acres in total) that lies on the southwest corner of the intersection of Windsor Drive and D Street (APN 019-120-041). An aerial context map is included showing the location of the project and proposed components is shown on Sheet 1 of the Site Plan dated January 19, 2024. The map also shows the division of the existing parcel between the proposed park, which occupies the majority of the parcel, and the proposed residential development by Davidon Homes, which occupies the northwest corner of the parcel and all of another parcels north of Windsor Drive. The park is proposed as an extension of Helen Putnam Regional Park and will connect the existing park eastward to D Street, conserve valuable open space and habitat, and provide additional opportunities for outdoor public recreation. Creating this extension to Helen Putnam Regional Park will also maintain a critical linkage in the habitat corridor that allows wildlife passage through the existing park and surrounding undeveloped lands.

Development of the proposed park includes the following components that would be constructed in two phases with the various parts listed below. Phase 1 elements are discussed in more detail below for this SPAR application.

1. Trail network, including a Class I path, and installation of three pedestrian bridge crossings over Kelly Creek
2. Two parking lots and associated infiltration basins
3. One permanent restroom (2 ADA compliant stalls)
4. Restoration of existing barns and development of a “barn complex center”
5. Construction of a group picnic area and playground
6. Pasture, oak woodland and stock pond habitat enhancement
7. Gully enhancement
8. Riparian corridor enhancement for Kelly Creek and D Street Tributary
9. Connection to City utilities

The project will be implemented in two phases. The SPAR application is for Phase 1 of the project and will include the following:

- Upper parking lot, associated infiltration basin, and north trail with connection to Helen Putnam Regional Park and the barn complex center.
- Main parking lot, two pedestrian bridges, permanent restroom, group picnic area, barn stabilization, gully enhancement, pasture, oak woodland and stock pond habitat enhancement, planting, and irrigation.

Phase 2 will include completion of the loop trail and installation of the third footbridge, a playground near the main parking lot, and additional development of a “barn complex center.” It will not be developed until after the property transfers to Sonoma County Regional Parks.

SPAR Approval Request

In early 2023, the proposed park extension project received amendments to the City of Petaluma General Plan Land Use Map and Zoning Map. The General Plan amendment changed the designation of the property from Very Low Density Residential to County Park, while the zoning amendment changed the zoning designation from R1 (Very Low Density Residential) to OSP (Open Space and Parks) for consistency. In addition, the sites “red barn complex” (*later referred to as barn complex center*) was granted a local landmark designation. The project site is situated in the West Hills of Petaluma.

With the project’s location in the West Hills, SPAR approval for public improvements proposed as part of the park extension is required prior to project implementation. As briefly stated above in Background, the proposed park extension plan would connect the existing park while conserving valuable open space and habitat and additional opportunities for outdoor public recreation. Therefore, this SPAR is a necessary next step in implementing the proposed park extension plan.

The Phase 1 Plan Set, dated January 19, 2024, includes design sheets comprising of a site plan, grading for all Phase 1 elements, planting plan sheets, a mitigation plan sheet, and illustrative site sections and contextual elevation drawings showing the proposed park improvements in relation to adjacent properties and structures. This preliminary plan set will be followed by more detailed designs plans in the coming months.

Project Components

This SPAR application is for Phase 1. The components of Phase 1 of the project are described in more detail below and in the Putnam Park Extension Plan Phase 1 Petaluma Site Plan & Architectural Review Plan Set, dated January 19, 2024.

Trail Network

Approximately one mile of trails will be developed on the site as part of the proposed park expansion plan. During Phase 1, a 0.35-mile trail will be constructed that runs along the north side of Kelly Creek, connecting to Helen Putnam Park on the west end of the parcel and connecting to the barn center on the east end of the parcel – referred to as the North Trail. The trail will be surfaced with ADA-compliant material, such as decomposed granite (see Sheet 25). The trail location is shown on Sheet 4, Site Plan along with the fencing described below. The trail will be lined with wildlife friendly field fence to the north (*to be tied into existing fence at Helen Putnam Regional Park*). The fence will include livestock gates situated at key locations to facilitate cattle movement between pastures. A rocked livestock crossing will be installed across Kelly Creek to provide a dedicated, stable crossing for cattle to access the southern pasture area (see Sheet 13, Sheet 22 - Detail WF, and Sheet 24). A split rail fence will line the trail to the south (see Sheet 23 - Detail SF and Sheet 24) starting just south of the upper parking lot. Where necessary, sections of the trail will be lined with a rock wall in order to provide accessibility. The rock walls will range from 12” to 42” in height (see Sheets 7 and 8 – detail to be provided in more detailed designs plans in the

coming months). The trail will also include a steel pedestrian gate located at the connection point to Helen Putnam Park (see Sheet 8 and Sheet 23 - Detail SG).

The majority of the trail will be ten feet wide and designed to meet ADA-accessibility requirements, but it will narrow to four feet just before connecting with Helen Putnam Regional Park where the terrain steepens. Access to this trail will be from the upper parking lot as illustrated on Sheets 4 and 7. A four-foot-wide, 0.02-mile-long, ADA-compliant trail will connect the upper lot to the North Trail (trail marker post and directional signage to be located at its terminus), with a split rail fence lining this section of trail to the south (see Sheet 22 - Details TM and DS and Sheet 24). A steel pedestrian gate will be constructed near the trail entrance (*only to be closed during flash grazing periods*). A nature study area with accessible bench and seat walls (18" in height by 24" in width) will be situated on the trail near the halfway point between the upper lot and the barn center (see Sheets 7 and 8 for proposed locations).

During Phase 1, an approximately 0.25-mile Class I trail will be constructed from the southeast corner of the property along D Street to connect with a proposed future sidewalk at the roundabout between D Street and Windsor Drive at the northeast corner of the property – referred to as Class I Trail (see Sheets 4, 6, and 9). This trail will be eight feet wide, with 2-foot gravel shoulders, and surfaced with the same ADA-compliant material. The trail will include a 10' by 60' steel excel bridge (approximately 80 feet in length) with service vehicle rating over Kelly Creek to the barn center and steel pedestrian gates at each entrance (*only to be closed during flash grazing periods*) (see Sheet 21 for illustrative site sections, Sheet 24 for park elements imagery, and pages 31 and 32 for cross sections/details). In order to install the bridges footings and construct the proposed trail alignment, three trees will be removed (see Sheet 18). This Class I Trail is proposed to travel through the park, along the west side of the main parking lot, over the footbridge above Kelly Creek, and through the barn center, with the incorporation of upland and native grassland planting on either side. This trail will feature e-bike MPH signs throughout (see Sheet 22 - Detail ES).

Parking Lots and Infiltration Basins

The project will include two parking lots surfaced with asphalt paving (see Sheets 7 and 9 and Sheet 23 - Detail AP). The main parking lot along D Street will be approximately 9,000 square feet and will be constructed during Phase 1. This lot is located just south of a historic alley of cypress trees. The cypress trees will remain (see Sheet 9). This lot will contain 24 spaces and will provide two ADA-accessible parking stalls (one van accessible), with ADA access to the trailhead. See Sheet 23 - Detail AS for proposed Accessible Parking Signs. E-vehicle parking and charging, as well as bicycle parking with e-bike charging stations will also be located in this parking lot (see Sheet 9). An automatic vehicle entrance gate will be installed at the parking lot entrance (see Sheet 24) with wooden split rail fencing lining the parking lot and park entry signage at the entrance from D Street (see Sheet 22 - Detail PS and Sheet 24). Trail amenities include trailhead sign (see Sheet 22 - Detail TH and PR, and Sheet 24), a pay to park sign and pay station (see Sheet 22 - Detail PH and Sheet 24), trash and recycle receptacles with dog waste bag dispensers, an accessible bench, and a rules sign at the trailhead access path (see Sheets 24 and 25). This parking lot is set back more than 50 feet from Kelly Creek (see Sheet 3 for setbacks) and a 2' to 3' tall vegetated berm is proposed along the fence line just north to assist in screening the parking lot from D Street traffic (see Sheet 13). In order to widen the lot entrance, one tree is proposed for removal north of the parking lot

(see Sheet 18). A stormwater infiltration basin for parking lot runoff will be constructed immediately west of the parking lot. The basin will include a swale planting area bordering the parking lot to the south and east as well as a bioretention planting area within the basin consisting of grasses, sedges and rushes. A rocked outfall will discharge to Kelly Creek (see Sheets 9 and 13). The parking lot will be screened with native California species of trees, shrubs and vines, as well as forbs (see Sheet 13 for planting plan and Sheet 16 for plant list).

A gated service vehicle access route will be located north of the parking lot entrance near the barn structures providing service vehicle access for fire trucks and emergency vehicles, a hammerhead turn around, as well as a bus turnaround route and bus parking (see Sheet 6). Two stormwater infiltration basins for barn center driveway drainage will be constructed, one immediately north and one immediately to the south of the parking lot entrance, with associated bioretention planting areas, pipes, and rocked outfalls to Kelly Creek.

A smaller, upper parking lot that is approximately 5,000 square feet and accessible from Windsor Drive will also be constructed during Phase 1 (see Sheet 7). This upper parking lot will provide ten spaces (including one ADA-compliant spot), a trailhead, and an ADA-compliant trail providing access to the main trail on the north side of Kelly Creek. An automatic vehicle entrance gate will be installed at the parking lot entrance (see Sheet 24) with a wooden split rail fencing lining the parking lot and park identification signage on Windsor Drive and at the entrance from B Street. Trail amenities will include trailhead sign (see Sheet 24), a pay to park sign and pay station, trash and recycle receptacles with dog waste bag dispensers, an accessible bench, rules sign at the trailhead access path, drinking fountain, and bike parking (see Sheet 22 - Detail F and Sheet 25).

A stormwater infiltration basin for runoff from the parking lot and the Davidon development area will be constructed east of the upper parking lot along Windsor Drive. The infiltration basin will be constructed by Davidon to further improve water quality and decrease the quantity of runoff flowing into Kelly Creek and its tributaries. See *Davidon Homes Scott Ranch Plans* for additional information. To note, the driveway entry curb ramp, new sidewalk, curb ramps, and crosswalks along Windsor Drive will be designed by others (see *Davidon Homes Scott Ranch Plans*). The parking lot will be screened with native California species of trees, shrubs and vines, as well as forbs (see Sheet 11 for planting plan and Sheet 16 for plant list).

Grading will be necessary for the construction of both parking lots and infiltration basins. More significant grading will be required for the upper parking lot and infiltration basin, as hillslopes in that area are generally greater than 10%. Exact earthwork quantities are unknown at this time, as the drawing and site plan have not been developed to that level of specificity. However, the project will be designed to work with existing gradients and topography as much as possible, while providing ADA-compliant access. Views of parking will be screened with native vegetation (see Sheets 10 through 15) and the entire park plan should achieve a balance of cut and fill.

ADA-Compliant Restroom

A permanent, 2-stall ADA-compliant unisex restroom will be constructed during Phase 1 (see Sheet 25). Refer to Conceptual Designs on pages 28 through 30 in the Plan Set. The permanent restroom will be

located in the barn center complex, just north of the main parking lot. The restroom will be connected to the City sewer system as required, and have a visual character that conforms to that of the existing red barns on the site (see page 28). The restroom will be approximately eight feet in height, with a footprint of approximately 12 feet by 16 feet (see page 30). Additional amenities nearby will include an accessible drinking fountain with water bottle fill station and dog bowl, as well as trash and recycle receptacles, situated on pedestrian concrete (see Sheet 23 - Detail PC).

Barn Restoration and Barn Complex Center

Several unique structures exist on the property north of Kelly Creek along D Street, including three red barns and a small pump house (see Sheet 6). More specifically, the barn complex consists of a two-and-a-half-story large barn, a single-story hay barn, and a single-story garage/storage barn that currently exists on the site. These barns were likely constructed in the early 20th century but are not currently designated as historic resources. However, the structures are designated as local landmarks, contributing to the visual character of the area. If properly restored and maintained, the red barns provide unique amenities for the proposed park.

Structural stabilization of the barns and barn maintenance will occur as part of Phase 1. A qualified structural engineer will guide the proposed stabilization work. The barn stabilization work will include installation of interior steel cable cross bracing and wood shear transfer blocks to temporarily stabilize the barns. The cable bracing will be woven through the newly drilled holes in the existing wood studs and will not be visible on the exterior of the barns. New concrete foundations will be poured to permanently stabilize the barns, and the existing roof will be reinforced. An existing abandoned mobile home at the location of the proposed outdoor classroom will be demolished in Phase 1.

The proposed barn center is connected to D Street by a driveway, which will be improved and used as a service vehicle entrance as part of Phase 1. Bus parking for school groups will also be available through this entrance by reservation. The barn center will be visible from D Street, easily accessible from the main parking area, and envisioned as a valuable public resource that will serve as a centerpiece of the new park. Interpretive signage providing information on the history of the site and agriculture in the area will be included (see Sheet 24) in addition to park rules and directional/trailhead signage throughout. Solar power exterior lighting will be installed around the barn roofline for security and to discourage vandalism (see Sheet 25). Security lighting will be mounted on the three large barns and new restroom building. Light fixtures will comply with the City of Petaluma IZO Section 21.040.D to control glare. The fixtures will be solar powered, motion sensor, and dark sky association approved.

Areas around the barn center complex will be landscaped, and the landscaping will include a specific barn center planting area, upland and native grassland planting areas along either side of the trail networks, and riparian corridor planting area directly to the south of the center, as well as tree plantings throughout (see Sheet 10 for planting plan and Sheet 16 for plant list). The tree planting palette will include California buckeye, coast live oak, valley oak, and bay laurel, and include temporary tree protection fencing for trees located in the pasture to the north of the barn center (see Sheets 26 and 27 for plant palettes). Two trees are proposed to be removed within the barn center complex in order to construct this phase of the project (see Sheet 18).

Specific locations for proposed solar powered exterior lighting, additional amenities detailed above, and interpretive signage in the barn complex center will be provided in more detailed designs plans in the coming months.

Group Picnic Area

A small area across the Class I Trail, will be developed with picnic tables. Additional features may include a sundial and native butterfly gardens planted on both sides of the Class I Trail, unifying the space – to be provided in more detailed designs plans in the coming months. A vegetated berm will be placed between these areas and D Street to screen D Street traffic.

An approximately 7,000-square-foot group picnic area will be developed during Phase 1. It will be located southwest of the barn center. Access over Kelly Creek will be provided via a 6' by 28' steel excel bridge (see Sheet 21 for illustrative site sections, Sheet 24 for park elements imagery and page 31 and 32 for cross sections/details). The remains of a burned-down residence in this area will be demolished, though a concrete planter from the old homestead site will be salvaged and will remain in place. The group picnic area will be surfaced primarily with wood mulch and lightly graded and will include several redwood picnic tables and a concrete pad with two ADA-accessible picnic tables connected to the trail from the barn center (see Sheets 9 and 13, Sheet 21 - Detail PT, and Sheet 24) (*with rock wall to make up grade*). Additional amenities include barbeques (see Sheet 25), trash and recycle receptacles, and rock seat walls to make up grade and protect drainage where necessary, as well as positioned for appropriately for views. All trees within the picnic area will be saved.

Isolated wood benches will also be placed along Windsor Drive (*by Davidon*) and along D Street (*by KCPP*), as well as at select locations throughout the park to provide opportunities for visitors to enjoy the parks views (see Sheet 23 - Detail WB). Specific locations will be provided in more detailed designs plans in the coming months.

Pasture, Oak Woodland, and Stock Pond Habitat Enhancement

The project area is currently used as pasture for livestock grazing, and portions of the property will continue to support grazing activities. Pasture areas throughout the bulk of the park on either side of Kelly Creek will be improved during Phase 1 of the project. Livestock fencing will be installed to exclude cattle from the stock pond, Kelly Creek, and the D Street Tributary for improved water quality and to reduce erosion. Additional fencing will be installed south of Kelly Creek to separate livestock from park users and to prevent the creation of unauthorized trails in sensitive habitats. Water troughs will be placed in two locations south of Kelly Creek and two locations north of the Creek and are sited to keep livestock away from sensitive resources (see Sheet 4 for locations, and Sheet 25 for park elements imagery). Water for the troughs will be provided from the City water system. Cattle will be excluded from the majority of the steeply sloped area north of Kelly Creek, with the exception of the northeast corner of the site. Smaller livestock such as sheep may also graze the site. Some slopes will be stabilized with native woody plantings as needed and native grasslands will be protected and enhanced. In addition to the stock pond being fenced from cattle, the canopy, understory and emergent vegetation of the stock pond will be enhanced with native species consisting of shrubs and vines, grasses, sedges, and rushes (see Sheet 16 for plant list). The tree planting palette will include California buckeye, coast live oak, Oregon oak, and valley oak (see

Sheet 17 for planting plan – Sheets 26 and 27 for plant palettes). Oak woodland enhancement activities would occur east of the stock pond enhancement area as well as north of Kelly Creek along the north trail, beyond the boundaries of the riparian corridors in select locations, as native oak regeneration on the hillside and as a means to stabilize slopes (see Sheet 4 for location). Temporary tree protection fencing for these regenerative tree sites would be established as well. The tree planting palette will include coast live oak, Oregon oak, and valley oak, as well as a few California buckeye (see Sheet 15 and 16 for planting plan – Sheets 26 and 27 for plant palettes).

Gully Enhancement

As part of the project, and in coordination with the relevant resource agencies, two gullies, located on the south side of Kelly Creek, will be restored. A rocked wet crossing for livestock will be established within this project vicinity as well, including wildlife friendly field fencing to keep cattle out of Kelly Creek and a livestock gate as shown on Sheet 14. The gullies will be repaired and wetland enhancement planting areas established. The plantings will include use of riparian, wetland, and grassland species (i.e., grasses, sedges, and rushes) (see Sheet 14 for planting plan – Sheets 26 and 27 for plant palettes).

A restoration plan for the gullies and for areas within the banks of Kelly Creek are being developed separately and will provide the details needed for resource agency permitting and authorization. Restoration of the gullies and headcuts within them will be repaired using biotechnical stabilization and rock grade control to reduce sedimentation to Kelly Creek and provide wildlife refuge. An active headcut along the spillway channel east of the stock pond will also be repaired. Gullies with headcut repairs, as well as existing and newly planted trees, will be fenced from livestock. The planting palette will include California buckeye, coast live oak, valley oak, Oregon oak, and bay laurel.

Riparian Corridor Enhancement

As part of the project, and in coordination with the relevant resource agencies, riparian habitat enhancement and restoration will be implemented during Phase 1 (see Sheets 12 through 15 for planting plans). The canopy along both Kelly Creek and the D Street Tributary will be enhanced with native plantings, such as California buckeye, Oregon ash, coast live oak, valley oak, Oregon oak, and bay laurel, as appropriate. Understory species such as coffee berry, elderberry, sedges, and rush will be planted (see Sheets 26 and 27 for plant palettes). The existing understory is sparse due to livestock disturbance and these enhancements should directly benefit the health of the creek. Native trees, shrubs and vines will increase the width of the riparian corridor, helping to prevent erosion, increase area for wildlife refuge, filter sediments, and increase biodiversity (see Sheet 16 for planting list). Additionally, a few sections along Kelly Creek will utilize bioengineering planting, specifically below the north trail, below the upper parking lot, and below the barn center complex (see Sheets 11 through 13).

A portion of the proposed park area is designated habitat for the California red-legged frog (CRLF), and these habitat enhancement activities are expected to benefit CRLF, along with a suite of other native wildlife species. The CRLF habitat will be surrounded with wildlife friendly fencing to help keep cows and people out of these areas. Native grasses and wildflowers will be seeded on any disturbed areas upslope of the creek, and native oak regeneration beyond riparian corridors will occur in select locations (see Sheet 14).

Required Trees, Grassland, Riparian Areas, and CRLF Habitat

Under the project, a total of six trees are proposed for removal to accommodate the construction of park features – two coast live oaks, three eucalyptus, and one valley oak. The removal of these trees, some of which are in declining health or already partially dead, are required for trail construction, widening of lot entrances, barn center grading and associated parking lot, main bridge footings and trail construction, as well as fence replacement needs as proposed under the project. To note, previously, a total of 11 trees were proposed for removal in order to construct the improvements as part of the Putnam Park Extension Plan detailed in the Final Environmental Impact Report (EIR) Project Description.

A 2:1 mitigation ratio is required for these six trees, in which the planned mitigation will entail planting 12 trees, southwest of the main parking lot as shown on Sheet 18. Project components as detailed above also entail a grassland mitigation ratio of 1:1 and a riparian mitigation ratio of 2:1 – requiring the project to establish 0.111 acres of new grasslands and 1.53 acres of new riparian areas (see Sheet 18 – Mitigation Plan for additional details). As the project will affect CRLF habitat, a 1:1 ratio for temporary impacts and a 3:1 ratio for permanent impacts would require the mitigation of 9.22 acres. With the proposed USFWS Conservation Easement located from Kelly Creek to the southernmost edge of the property line and east of the D Street Tributary, the project will result in 27.3 acres of permanently preserved CRLF habitat. Refer to Sheet 3 – Easement & Setback Plan and Sheet 18 – Mitigation Plan for additional details.

Connection to City Utilities

Davidon will extend City utilities (water, sewer, power) to a stub out located near the service vehicle entrance to the barn center along D Street. Electricity will be needed to operate the barn complex and electric vehicle charging station in the main parking lot. A 10' public utility easement is proposed along Windsor Drive and D Street (see Sheet 7 and 9).

The project site will require sewer connection for the proposed restroom and potable water for the proposed water foundations in the barn center complex as well as unpotable water for irrigation of the proposed plantings and to support farming practices. There are existing wells onsite that support current agricultural operations, but they are not sufficient to meet the needs of the proposed park. As a result, a connection to the City's municipal water system will be required. Irrigation will be needed for native plantings only for an establishment period of three to five years. Minimal permanent irrigation will be required only for shrubs and ground covers and will consist of point source drip irrigation around the picnic area, parking lots, and barn center complex. Trees within the barn center complex and parking areas will require temporary irrigation during the establishment period. It is estimated that permanent irrigation requirements will run in the range of 30,000 gallons per year. Temporary establishment irrigation is estimated to be approximately 40,000 gallons per year for the duration of three to five years.