



# CITY OF PETALUMA

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July 26, 2021

Daniel Zoldak  
Lars Andersen & Associates, Inc.  
4694 W Jacquelyn Avenue  
Fresno, CA 93722

**RE: Home Depot Preliminary Application**  
**261 North McDowell Boulevard** (APNs 007-350-016 & -022)  
File No. PLPR-21-0001

Dear Dan Zoldak,

Thank you for submitting a preliminary application and project plans for city review for the Home Depot Project, which proposes to establish an approximate 108,000-square-foot Home Depot store in the Plaza North Shopping Center on the general footprint of the previous Kmart. This letter contains preliminary feedback from city departments who are an integral part of the anticipated development review process. Feedback from the Planning Division has been arranged topically. Staff hopes that the applicant team will strongly consider the following comments in evaluating the viability of a subsequent formal entitlement submission.

Please note that the following comments are based on the preliminary application materials and build on verbal feedback provided during initial discussion with the City and as part of the recent Development Review Committee meeting. These comments are non-binding and are subject to change based on the formal application submission, any other subsequently submitted materials, and changes in City policy and regulations.

### Site Intensification and Infill Development

The City's 2025 General Plan contains policies that call for the intensification of commercial centers within the City. Applicable policies note the following:

Policy 1-P-11 Allow land use intensification at strategic locations along the arterial corridors leading to Downtown and Central Petaluma, including aging commercial and industrial sites.

Policy 2-P-80 Encourage intensification of the Petaluma Plaza and Plaza North sites with a diverse range of Community Commercial uses.

### **Community Development Department**

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The proposed Home Depot project would replace the previous Kmart retail use within the Plaza North Center. While this may technically be an intensification of the previous retail use with a different commercial use, this evolution does not appear consistent with the desired intensification of the central Petaluma site as outlined in applicable policies and plans – particularly, policies and plans relating to greenhouse gas reductions, reducing the impacts of climate change, and housing production near transit and infrastructure. The 2025 General Plan, [Plan Bay Area 2040](#), and policy direction from the City Council point towards future exploring intensification of the site with a diverse range of complementary land uses and potential to add residential development as the region’s housing crisis intensifies and available land within the urban growth boundary becomes critical. A big box retailer at this site that requires an extensive vehicle parking footprint and a large building envelope, while also being a large generator of vehicle miles traveled, would be contrary to the policies and plans addressing the foregoing considerations.

The 2025 General Plan encourages mixed-use development at sites with transit access, as follows:

**Policy 1-P-6** Encourage mixed-use development, which include opportunities for increased transit access.

The project is located approximately one-half mile from the Eastside Transit Center, approximately 1.5 miles from the Downtown Petaluma SMART Station and Copeland Street Transit Mall, as well as approximately two miles from the planned SMART Corona Station. Given the locations of these existing and planned major transit locations, the existing infrastructure in the area, and community amenities in the area, the centrally located project site is a prime site to develop mixed-use in furtherance of General Plan Policy 1-P-6.

The Plan Bay Area 2040 Final Report produced by the Metropolitan Transportation Commission and the Association of Bay Area Governments establishes provisions for the establishment of Priority Development Areas (PDAs), which are intended to help the greater Bay Area reduce greenhouse gas emissions and solve the housing crisis by locating new homes, jobs, and community amenities near transit. Although the project would result in jobs, the project would introduce a land use that does not actively facilitate the site from being redeveloped as a residential mixed-use center and would be a high generator of vehicle miles traveled and associated greenhouse gas emissions. This scenario would be contrary to the goals of the PDA.

Similarly, the [Urban Land Institute’s Technical Assistance Panel Report](#) (ULI TAP Report – September 2020) prepared for the City recognizes the great potential for residential mixed-use development at the project site and other aging shopping centers in Petaluma. The ULI TAP Report contains a vision for a larger East Washington Street mixed use district consisting of the Sonoma-Marin Fairgrounds and four shopping centers, including the Plaza North Shopping Center, found near and adjacent to East Washington Street in central Petaluma. The ULI TAP Report recognizes that these properties effectively act as “land banks” where a significant amount of housing could be provided in mixed-use centers. For the approximately 21 acres of land contained in both the Plaza North and Plaza South Shopping Centers, the ULI TAP Report contemplates a potential 550 to 1,435 units of housing. The project appears that it could significantly limit this projected housing production by occupying approximately 41 percent of the 21 acres with a surface parking lot and single-story retail with a large building footprint.

Please be advised that staff may not be able to make associated findings for land use entitlement requests and, accordingly, may recommend disapproval of the project based on non-compliance with the foregoing plans and policies.

### **Sustainability**

Addressing the adverse effects of climate change and reducing/eliminating greenhouse gas emissions to the highest degree possible has been a top priority of the City based on direction from the City Council. The City Council declared a climate emergency via an unanimously adopted resolution in May 2019 and has implemented a goal of carbon neutrality by the year 2030 via the adopted Climate Emergency Framework and associated [Climate Ready 2030](#) initiative. The vision of the carbon-neutral goal is to initiate a massive local economic impulse and model 21<sup>st</sup> century green architecture, landscape design, and engineering to restore ecological balance and economic stability.

The City Council has already started to adopt regulations related to carbon neutrality, including the recent adoption of an all-electric building requirement (i.e. no gas utilities or hook ups) for new building construction and major remodels and additions to existing buildings. Please be aware that a “substantial building alteration” will trigger the all-electric requirement. In the instance that the project removes more than 50 percent of the perimeter of the exterior walls of the existing building or adds more than 50 percent of the gross floor area to the existing building, then the project will be subject to the all-electric code.

The 2025 General Plan also contains goals and policies regarding sustainability and the reduction of greenhouse gas emissions, as follows:

- Goal 4-G-4** Reduce reliance on non-renewable energy sources in existing and new development and identify energy conservation measures appropriate for retrofitting existing structures.
  
- Goal 4-G-6** Reduce the contribution to greenhouse gases from existing sources and minimize the contribution of greenhouse gases from new construction and sources.

The preliminary application materials indicate that proposed roof-top-mounted photovoltaic panel arrays may have the ability to power the entire building operations. Powering the building via renewable energy resources partially accomplishes applicable General Plan Goals and Policies and adopted City Council policy. However, one measure will not adequately address the carbon neutrality goal of 2030 given the automotive-centric business model of standard Home Depot operations. The project should demonstrate that it can be carbon neutral via implementation of programs that off-set the operations of the business and the emissions from automobiles associated with the project. Some sustainability options to consider in order to promote sustainability and carbon neutrality to the greatest degree possible include:

- Adoption of a transportation demand management program including:
  - Completely subsidized transit passes for employees.
  - Regularly scheduled employee/customer shuttles to major transit hubs.
- Pre-wiring and installation of chargers at all vehicle parking spaces to facilitate electric

vehicle parking.

- Installation of canopy structures over all vehicle parking spaces with photovoltaic panels on the roofs of the structures to offset existing energy demands elsewhere in the shopping center.
- Installation of a green roof for water catchment, treatment, reuse and to decrease solar heat gain.
- Installation of a gray water system to reuse water to the greatest extent possible.
- Utilize only electric vehicles for vehicle/truck rental program.
- Utilize electric vehicles for deliveries to and from the store.
- Provide documentation that products have been “regionally” sourced (less 500 miles away from the store) to the greatest degree possible.
- Implementation of a bicycle share program and electric scooter program with associated docking stations at the store.
- Dedication of vehicle parking spaces to a carshare program.
- Sale and rental of only all electric equipment and appliances.
- Improvements to both internal and public pedestrian and bicycle circulation infrastructure in the project vicinity.
- Implement an all-electric project even if it is not required by the City’s all-electric code.

The project’s required traffic impact study/vehicle miles traveled impact analysis/reduction strategy and required air quality/greenhouse gas emissions study will also help direct the project’s implementation of sustainability features and carbon emissions offsets (see Environmental Review section for a list of anticipated technical studies).

Please be aware that staff is concerned with the lack of sustainability features that the project is currently proposing. If the project does not align with the City’s policies regarding sustainability and climate change, as well as the General Plan’s goals and policies regarding those topics, staff may not be able to recommend approval of the project.

### **Net Positive Impact for the Community**

The 2025 General Plan contains economic health and stability goals and policies. For larger commercial uses, the General Plan establishes the following policy:

**Policy 9-P-2** Ensure new commercial development will have a net positive impact on Petaluma’s economy, existing businesses, city finances, and quality life. Consider the need when reviewing commercial development proposals over a specific size in building area per occupant to obtain a fiscal/economic analysis, as a component of the project’s entitlement process, of the impacts on Petaluma’s economy, existing businesses, local workforce and city finances.

In 2008 the City Council adopted provisions requiring a Fiscal and Economic Impact Assessment for specific types of non-residential development in order to implement GP policy 9-P-2. The proposed project does trigger the need for a FEIA consistent with that resolution as adopted in 2008 and later amended in 2019. Staff is concerned that the big-box format of the proposed Home Depot store will adversely affect established local retailers and services that are already in existence. The adverse effects of big-box stores on local businesses, services, and particularly,

downtown cores have been well-documented across the country. The vitality and health of Downtown Petaluma (an economic engine, tourist attraction, and point of pride for residents) is of particular concern when a big-box retailer is proposed in the City.

Staff has noted that five Home Depot locations exist within an approximate 25-mile radius of Petaluma as of the date of this letter; thus, presenting the question of why the proposed location of Home Depot is necessary given the existing concentration of Home Depot locations in the region. Additionally, the recent approval and development of the Friedman Home Improvement Store approximately 0.5 mile north on North McDowell was approved to meet many of the unmet needs of Petaluma residents at the time and would appear to further erode the net positive impact of the proposed Home Depot for the community.

[City Council Resolution No. 2019-136 N.C.S.](#) outlines the basis and criteria for the required FEIA. A qualified consultant will be hired by the City to complete the third party analysis which is presented to the City Council to provide an understanding of the net community impact and consistency with General Plan policy 9-P-2.

### **Implementing Zoning Ordinance Compliance**

The following section identifies areas where the project does not currently comply with the City's Implementing Zoning Ordinance (IZO). The following section also identifies certain standards of which the applicant team should be aware. Please be advised that a full compliance review with the standards of the IZO was not able to be accomplished at this time due to the preliminary nature of the plans and materials.

**Floodplain Development.** A large area of the project site is located in the Flood Plain Combining District (FP-C), which is applied to lands in the City in the 100-year Floodplain. Specific development regulations are required for new construction or "substantial improvement" as outlined in Chapter 6 of the IZO. A substantial improvement is defined, as follows:

*Any repair, reconstruction, rehabilitation, addition or improvement of a structure, the cost of which exceeds 50 percent of the market value of the structure, not inclusive of the land value, before the start of construction of the improvement either (1) before the improvement or repair is started; or (2) if the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition, "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimension of the structure. The term does not, however, (1) include any project for the improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions; or (2) any alteration of a structure listed on the National Register of Historic Places or a State of City Inventory of Historic Places provided that the alteration will not preclude the structure's continued designation as a historic structure.*

In the instance that the project qualifies as a "substantial improvement" as defined in IZO Chapter 6, the FP-C development standards will apply to the project. Section 6.070(E) of the IZO stipulates

that non-residential new construction or substantial improvements must have the lowest floor, including basement, elevated 12 inches or more above the level of the base flood elevation or depth number specified on the FIRM (Flood Insurance Rate Map) unless otherwise restricted in Section 6.070(E)(4); or, together with attendant utility and sanitary facilities, shall:

1. Be floodproofed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water;
2. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and
3. Be certified by a registered professional engineer or architect that the standards of this subsection are satisfied. Such certifications shall be provided to the Floodplain Administrator.

Please reference IZO [Section 6.070\(G\)](#) *et seq.* for further standards.

Although IZO Chapter 6 does not prohibit development in the FP-C, please be aware that floodplain development has been an issue of concern identified by members of the public and City Council members. Floodplain development has been discussed in recent public hearings for various projects. Some comments have suggested that development should not be allowed in the 100-year floodplain so that flood storage capacity can be maintained in the mapped floodplains particularly with sea level rise as a concern.

**Land Uses.** The project narrative indicates that permanent outdoor display areas are proposed. These areas would qualify as a “Building and Landscape Materials Sales – Outdoor” land use. This land use is prohibited in the Commercial 2 (C2) Zoning District per IZO Table 4.4 and must be removed from the proposal. Additionally, outdoor storage is also a prohibited use in the C2 zoning district.

Please note that residential as part of a mixed use building is an permitted use in the C2 zoning district and directly responds to some of the concerns listed above.

The project narrative also includes a description of a special events area in the parking lot that will include sales of plants, trees, and seasonal items such as Christmas trees. Please be aware that the special events area can be permitted for a maximum of 60 days per year as a “Short-Term Use” with the approval of a Zoning Permit.

**Hours of Operation.** Implementing Zoning Ordinance Section 21.030 (Non-Residential Uses Abutting Residential Uses) limits the hours of operation for the proposed store due to its location immediately adjacent to a Residential Planned Unit District located immediately to the north of the site. All store operations, including loading, must be limited Monday to Friday from 7 a.m. to 10 p.m., while the allowed hours of operation on Saturdays, Sundays, and City-observed holidays is limited to 9 a.m. to 10 p.m. The project narrative indicates that loading activities would take place 24 hours per day and business hours would be 6 a.m. to 10 p.m. on Monday through Saturday and 7 a.m. to 9 p.m. on Sundays with the possibility of expanding to 24-hour operations.

The proposed hours of operation do not comply with IZO Section 21.030. A Conditional Use Permit (CUP) may be requested to extend the hours of operation. Any CUP request for extended hours of operation will need to include a noise study, a photometric study, and a detailed

explanation of all proposed activities outside of the allowed hours of operation. Given the sensitive nature of the neighboring residential and the potential impacts with the extended hours of operation staff may not be able to support any such request.

Please also consider moving all loading and truck circulation areas on the southerly side of the building to minimize any conflicts with the residential use to the north.

**Lighting.** Please be aware that the maximum illumination from a direct lighting source at the ground level is three foot candles. Additionally, building lighting cannot be mounted above the maximum height of the principal structure on the site and lighting not attached to the principal structure is limited to 20 feet in height. Please see [IZO Section 21.040\(D\)](#) for further details.

**Tree Removal.** Please confirm the locations, sizes, and species of any trees proposed for removal. Removals of protected trees are subject to the provisions of [IZO Chapter 17 – Tree Preservation](#).

**Bicycle Parking.** Per [IZO Section 11.090](#), bicycle parking must be provided at a minimum amount equal to 10 percent of the total required vehicle parking. Of the total bicycle spaces required, 60 percent of the spaces should be bicycle lockers, another form of enclosed bicycle parking, or guarded parking and 40 percent should be covered bicycle racks. Any proposed deviations from this bicycle parking ratio must be reviewed by the City’s Pedestrian and Bicycle Advisory Committee. Additionally, a minimum of four employee showers must be provided to satisfy the bicycle parking requirements. Providing bicycle parking spaces well in excess of the minimum required by the IZO is strongly recommended in furtherance of sustainability considerations.

**Loading.** Per [IZO Section 11.110](#), seven loading berths will be required for the project. Please demonstrate compliance on future plans.

**Landscaping.** Please reference [IZO Chapter 14](#) and the Site Plan and Architectural Review Information Handout [Appendix C](#) – Landscape Design Standards for landscaping design criteria. Please also reference the comments in this letter from Environmental Services regarding irrigation requirements.

**Fencing/Walls.** Please reference [IZO Chapter 13](#) for details on fence design and placement. If a fence or wall is proposed at the rear of the building near the Highway 101 right-of-way, please consider an interesting, enhanced design as it will be seen by thousands of people on Highway 101 each day.

**Signage.** Please be aware that any proposed signage must comply with the Plaza North Master Sign Program. In the instance that a freeway-oriented wall sign is desired, an amendment to the Plaza North Master Sign Program would be required. The Master Sign Program amendment would be processed under a Site Plan and Architectural Review (SPAR) application. A revision to the Master Sign Program could potentially be processed under the same SPAR application as the remainder of the project (see later section for potential entitlement application requirements). [Section 20.140](#) of the IZO contains the standards for freeway-oriented wall signs. Please note that no freestanding freeway oriented signs are allowed under the IZO and that there are significant limitations to the size of wall mounted signs on freeway oriented elevations. Additionally, please note that IZO Section 20.140.D.3. states that building and/or site improvements may be required by the Planning Commission to ensure conformance with the Site Plan and Architectural Review

standards and required findings.

**Public Art.** In the likely event that the project has a construction cost of \$500,000 or more, please be aware that the project will have a public art requirement. The public art valuation would be required to be a minimum of one percent of the total construction cost. The public art may be provided on-site, or alternatively, an in-lieu fee equal to one percent of the total construction cost of the non-residential portion could be paid instead of providing the public art on-site.

If desired to accommodate the public art requirement on site, please consider where and what type of public art would be proposed during the preliminary site planning process. The public art should be engaging and easily accessible to the public. [Chapter 18](#) of the Implementing Zoning Ordinance contains more regulatory information on the public regulations, while the [Petaluma Master Public Art Master Plan](#) contains other guidelines and resources.

### **Architecture and Building Design**

Consider how the building design can be customized to match its Petaluma location. Petaluma is commonly known for an architectural vernacular of agrarian forms and materials such as steeply sloped roofs and wood siding. A contemporary approach and nod to Petaluma's agricultural heritage would result in a design that is more reflective of its surroundings rather than the standard Home Depot store design.

In addition to the previous wall/fence design comment for any wall or fence facing Highway 101, please consider how the rear building elevation could be enhanced. Although the wall facing Highway 101 is the rear building wall, this wall will be readily visible to residents and visitors on along the Highway 101 corridor. Consider how building form, modulation, fenestration, articulation, colors, materials, subtle lighting, and art could be utilized to enhance the freeway-facing elevation.

### **Next Steps**

**Entitlement Application Required.** After revision to address the items outlined above, a formal submittal for the project will require Site Plan and Architectural Review (SPAR) for the new construction and any modifications to the Plaza North Shopping Center. A Conditional Use Permit (CUP) will be required for modifications to the aforementioned hours of operations. The Planning Division's General Application Form, Cost Recovery Form, SPAR Submittal Checklists, CUP Submittal Checklist, and Fee Schedule can be found on the [Planning Division's Website](#).

**Review Process.** After the initial project submission, the project will be reviewed by the Planning Division, other city departments and outside agencies within the first 30 days of the initial application for project completeness. A letter will be issued at the conclusion of the initial 30-day completeness review period. In the instance that initial application submission is deemed incomplete (please note most projects are incomplete when first submitted), the applicant team will need to respond to the initial staff completeness comments and prepare a second application submission. A corresponding second 30-day staff review period will commence after the second project submission. Once the project is deemed complete, the project will move onto the public process.



**Fiscal and Economic Impact Report.** The completion of the FEIA by a third party consultant hired by the City and paid for by the applicant must be completed and brought before the City Council for review prior to hearings on the required entitlements. Although there is no specific action on the FEIA, the study provides the City Council with data to consider the project's compliance with General Plan Policy 9-P-2 in terms of the project's net positive impact on Petaluma's economy, existing businesses, city finances, and quality of life.

**Review by City Commissions and Committees.** A decision on the project's SPAR and CUP request will be considered by the Planning Commission at a future public hearing. Any Planning Commission action on the project is appealable to the City Council.

Prior to the Planning Commission's review of the project, the project will be brought before the Pedestrian and Bicycle Advisory Committee (PBAC) for review of the project's bicycle and pedestrian improvements and general circulation. Recommendations from PBAC will be forwarded to the Planning Commission as part of the Planning Commission's deliberations on the project.

**Neighborhood Meeting.** Petaluma's outreach policy requires all applicants to host a neighborhood meeting prior to public hearing. The neighborhood meeting shall be held prior to the scheduling of the project's public hearing and all property owners within 1,000-foot radius shall be notified. Staff can assist with preparing the necessary contact list and will attend the neighborhood meeting when it is scheduled.

In addition to the required neighborhood meeting, staff encourages the applicant team to seek input from the Petaluma community early in the process to understand the interests of our diverse community and incorporate community input into the project before formal submittal.

**Environmental Review and Technical Studies.** Technical study submittals are not considered completeness items; however, it is recommended that technical studies are submitted early in the project review process so that the review of the studies, project scoping and the documentation process under the California Environmental Quality (CEQA) can commence at an early stage.

The proposed project requires a CUP due to adjacent residential uses, which is a fully discretionary action and subject to the California Environmental Quality Act (CEQA). The project as proposed is not eligible for any statutory or categorical exemptions under CEQA. No prior environmental review has been conducted that considers project level or site level impacts. The Environmental Impact Report (EIR) prepared for the City's General Plan assessed impacts at the programmatic level, including the subject project site.

An Initial Study (IS) will be performed following a determination of completeness on the project application. In order to identify the appropriate CEQA path, it is anticipated that at a minimum the following technical studies will be required:

- Air Quality/ Greenhouse Gas and Health Risk Assessment
- Phase I ESA
- VMT + Transportation Safety Analysis
- Cultural Resources Report

- Acoustical Analysis (Noise)

If you have questions specific to the environmental review of the project please contact Olivia Ervin, Principal Environmental Planner, at [oervin@cityofpetaluma.org](mailto:oervin@cityofpetaluma.org)

### **Feedback from City Departments**

Additional comments from integral city departments and outside agencies have included immediately below.

#### ***Outside Agencies***

The preliminary application and plans were referred to CalTrans and Recology for early input. CalTrans indicated that the preliminary plans did not include enough detail and information for their feedback. No formal comments were received from Recology. Any future submittal will be referred to these agencies at the time of submittal for comments and suggested conditions.

#### ***Fire Department***

The Fire Department has reviewed the preliminary application plans and offered comments on the plans. The comments provide required elements for Fire Department review of any future entitlement plan set, as follows:

1. Provide the locations of required fire lanes, which must be 20 feet wide and unobstructed.
2. Provide the locations of existing and proposed fire hydrants.
3. Provide the location(s) of the fire sprinkler Fire Department connection.
4. The plans must clearly show the outdoor sales/display and rental equipment storage areas.
5. The plans must demonstrate that fire exiting requirements may be met.

Please contact Jessica Power, Fire Marshal, at [jpower@cityofpetaluma.org](mailto:jpower@cityofpetaluma.org) or 707-778-4485 with any question related to Fire Department comments.

#### ***Code Enforcement/Police Department***

Comments from the Code Enforcement Division of the Police Department have been included immediately below. These comments from the Code Enforcement Division may ultimately be included as conditions of approval as part of a potential SPAR approval.

1. All areas designated for outdoor sales, either seasonal, or full-time, shall be clearly indicated on the site plans. Deviation of storage from the approved areas is prohibited.
2. No outdoor storage shall be allowed in in areas designated as required paths of travel. These paths of travel shall be clearly striped and painted and maintained for the life of the use.
3. Outdoor storage at the rear, and north and south ends of the site shall be screened from off-site view, including the freeway.
4. The entrances to the Plaza North from North McDowell shall be flattened out to prevent vehicles and trailers from continual scraping. This work shall be subject to approval from the City Engineer.

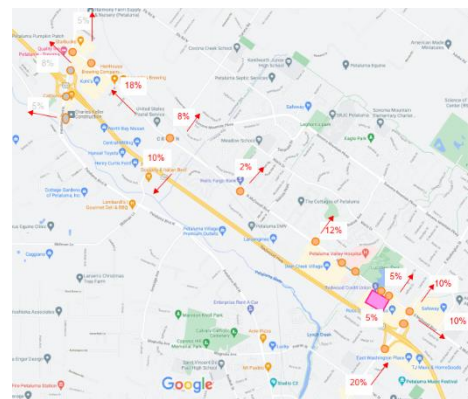
5. Parking lot landscaping shall be maintained so that visibility between two feet and six feet is kept clear. For example, trees shall be trimmed to a height of no less than six feet above the finished grade of the parking lot. Plants and shrubs shall be trimmed to a height not to exceed two feet in height from the finished grade of the parking lot.
6. All light fixtures associated with the use shall be down-facing. The lighting element shall not be visible from off-site view.
7. Spotlights, sky lights, or similar lighting shall not be used at any time.
8. All areas of the site shall be illuminated to prevent dark areas where persons can hide.
9. The project site shall be monitored with high-definition security cameras with a minimum 15-day back up. Cameras at the entrances and exits to the store shall be mounted at multiple angles to better assist law enforcement in the investigation of theft, or other crime.
10. All carts (shopping, flat bed, panel, etc.) shall have a numbered placard installed with the address of the store and a phone number to contact for retrieval. The final copy of the text for these placards shall be submitted to the Neighborhood Preservation Coordinator for approval. Please submit this information by email to [codeenforcement@cityofpetaluma.org](mailto:codeenforcement@cityofpetaluma.org). This condition shall be completed prior to the store opening and shall apply to all carts associate with this use for the life of the use.

Please contact the Code Enforcement Division at [codeenforcement@cityofpetaluma.org](mailto:codeenforcement@cityofpetaluma.org) or at 707-778-4469 with any questions regarding these comments.

***Department of Public Works and Utilities***

The Department of Public Works and Utilities has reviewed the preliminary application plans and offered comments on the plans. The comments provide required elements for Department of Public Works and Utilities’ review of any future entitlement plan set, as follows:

1. Study intersection shall include the following:
  - a. Old Redwood Highway and McDowell,
  - b. Old Redwood Highway and Redwood Way,
  - c. McDowell Blvd and Corona Road,
  - d. McDowell Blvd and Southpoint,
  - e. McDowell Blvd and Rainier,
  - f. McDowell Blvd and Professional,
  - g. McDowell Blvd and Lynch Creek Way
  - h. McDowell Blvd and Madison Street
  - i. McDowell Blvd and Washington Street
  - j. East Washington 101 NB Ramp
  - k. East Washington 101 SB Ramp



2. Trip Distribution recommendation:

3. Draft VMT Implementation Guidelines shall be used for VMT Analysis.
4. Internal traffic circulation plan shall be included showing pedestrian, bicycle circulation including trip generation at driveways on North McDowell Blvd.
5. Bike Parking shall be incorporated.
6. Concentrated drainage over sidewalks shall not be allowed.
7. Minimum parking dimension shall meet the City of Petaluma Site Plan & Architectural Review Parking Standards.
8. Parking shall provide adequate handicap parking spaces per the California Building Code.
9. Pedestrian sidewalk and access shall be continued across the project frontage and tie into the existing sidewalk system.
10. Project proposes to utilize shared driveway and increasing vehicle trips which previously used by deliveries only. Project shall upgrade driveway access onto North McDowell for bike, ped and vehicles facilities. Project shall improve pedestrian access to and from Vintage Chataeu.
11. Driveways will be limited to right in and right out only; improvement to North McDowell may be necessary to limit movements.
12. A construction-level geotechnical report is required with the subdivision improvement plan and building permit submittals.
13. Comply with E12 post construction storm water treatment requirements. Submit a construction level report and plans with the building permit application demonstrating compliance with the E12 requirements. The applicant is required to enter into the City's standard operation and maintenance agreement for treating storm water prior to acceptance of subdivision improvements
14. No fossil fuel type backup generators are allowed.
15. Submit final, construction level hydrology calculations with the subdivision improvement plans and final map applications per Sonoma County Water Agency standards, and shall be subject to approval by Sonoma County Water Agency.
16. The applicant shall submit the required storm water pollution prevention plan (SWPPP) and obtain a Notice of Intent (NOI) from the Regional Water Quality Control Board prior to any construction.
17. Subdivision improvement plans and the final map shall be prepared per the latest polices, standards, codes, resolutions and ordinances. Subdivision improvement plan and final map application and fees, including technical review deposits shall be required.
18. A subdivision improvement agreement package is required prior to approval of the final map and subdivision improvement plans. A building permit is required for on-site grading, utility and drainage improvement work. All subdivision improvements shall be completed and accepted by the City, including on-site improvements, prior to issuance of any certificates of occupancy for the proposed homes.

19. Improvement plan preparation shall be per the latest City of Petaluma policies, standards, codes, resolutions, and ordinances. New water, sanitary sewer, landscape and irrigation, storm drain, and street improvements shall be designed and installed per City Standards. <https://cityofpetaluma.org/city-standards/>
20. All construction in the flood plain shall meet the applicable requirements of Chapter 6 of the Implementing Zoning Ordinance (IZO), "Floodway and Flood Plain Districts": <https://cityofpetaluma.org/documents/implementing-zoning-ordinance/>. Elevation certificates or a LOMA/LOMR shall be required.
21. Reduced pressure backflow will be required for domestic and irrigation services. Upgrades to fire service maybe required with fire submittal.

Please contact Jeff Stutsman, City Engineer, at [jstutsman@cityofpetaluma.org](mailto:jstutsman@cityofpetaluma.org) with any questions regarding these comments.

### ***Building Division***

The Building Division has reviewed the preliminary application plans and offered comments on the plans. The comments provide required elements for Building Division's review of any future entitlement plan set, as follows:

1. Proposed project will require building permit application and construction plan approval in compliance with current California Building Standards Code in CCR Title 24 as adopted by the City of Petaluma. The Building Division reviews applications and plans in accordance with this code. The applicant will need to demonstrate compliance with the construction documents.
2. For the 2019 Building Standards Code cycle effective June 16, 2021, the City of Petaluma has adopted CalGreen at the Tier 1 level for wholly new buildings, with the exception Energy Efficiency, which is adopted at the mandatory level only.
3. Effective June 16, 2021, new buildings are required to have all electric construction, as defined in Petaluma Municipal Code 17.36 and permanent supply of electricity as the source of energy for all space heating, water heating (including pools and spas), cooking appliances, and clothes drying appliances, and has no natural gas or propane plumbing installed in the building.

Please contact Charles Lucas, Interim Chief Building Official at [clucas@cityofpetaluma.org](mailto:clucas@cityofpetaluma.org) with any questions regarding these comments.

### **Conclusion**

Please do not hesitate to contact city staff with any follow-up questions and discussion items that result from this preliminary review and as the project nears the entitlement application submission phase. The city looks forward to working with you on a revised project.

Sincerely,



Heather Hines  
Interim Community Development Director