

**RESOLUTION OF THE CITY OF PETALUMA PLANNING COMMISSION
SITE PLAN AND ARCHITECTURAL REVIEW FOR THE ADOBE ROAD WINERY
AT 1 “C” STREET
APN 008-069-002
Project File No. PLMA-18-0003**

WHEREAS, Ross A. Jones, on behalf of property owner Kevin Buckler submitted applications for a Conditional Use Permit and Site Plan and Architectural Review for the construction of a new a two-story 15,848 square foot building containing a winery, tasting room, private event space and motorsports gallery, collectively operating as the Adobe Road Winery,

WHEREAS, on September 11, 2018, the Planning Commission considered a staff report analyzing the application, including the California Environmental Quality Act (“CEQA”) determination included therein; and

WHEREAS, on September 11, 2018, the Planning Commission held a duly noticed public hearing to consider the application, at which time all persons interested had the opportunity to be heard; and,

WHEREAS, the Planning Commission considered the Project, the staff report, and received and considered all written and oral public comments on the Project which were submitted up to and at the time of the public hearings; and

WHEREAS, on September 11, 2018, the Planning Commission approved Resolution No. 2018-28 approving a Conditional Use Permit for the Adobe Road Winery project; and

WHEREAS, on September 11, 2018, the Planning Commission approved Resolution No. 2018-29 approving Site Plan and Architectural Review for the Adobe Road Winery project; and

WHEREAS, on January 6, 2021, the applicant has requested modifications to the previously approved Site Plan and Architectural Review for the Adobe Road Winery project, which will result in a three-story 13,718 square-foot building; and

WHEREAS, the modified proposal maintains the land use operations and parking configuration previously approved per Resolutions 2018-28 and 2018-29; and

WHEREAS, the proposed modifications to include the addition of a third story and changes to the articulation of the previously approved built form are not in general conformance with the Site Plan and Architectural Review approval granted by Resolution 2018-29; thereby requiring review by the Planning Commission; and

WHEREAS, the modified project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and has been determined to be categorically exempt pursuant to CEQA Guidelines Section 15332, as a Class 32, Infill Development; and

WHEREAS, on January 28, 2021, a Notice of Public Hearing was published in the Argus Courier and mailed to all residents and property owners within 1,000 feet of the project including the individual units of the adjacent apartment building; and

WHEREAS, the Planning Commission held a properly noticed public hearing on February 9, 2021 in accordance with the City of Petaluma's Implementing Zoning Ordinance (IZO), Section 24.010F and City Council Resolution No. 2018-107.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF PETALUMA AS FOLLOWS:

- A. The foregoing recitals are true and correct and incorporated herein by reference.
- B. Based on its review of the entire record herein, the Planning Commission makes the following findings:

General Plan

- 1. The Project is consistent with the General Plan 2025 Mixed Use (MU) land use designation in that the MU classification includes a combination of uses including retail and service commercial. The project site is located within the Central Petaluma Specific Plan subarea of the General Plan which serves bridge the eastern and western portions of the city while focusing on the river front as both an amenity and linkage.
- 2. The Project is, for the reasons discussed in the September 11, 2018 and February 9, 2021 Planning Commission staff reports, consistent with the following General Plan policies:
 - Policy 1-P-2 Use land efficiently by promoting infill development, at equal or higher density and intensity than surrounding uses.
 - Policy 1-P-7 Encourage flexibility in building form and in the nature of activities to allow for innovation and the ability to change over time.
 - Policy 1-P-43 Development shall incorporate the River as a major design focal point, orienting buildings and activities toward the River and providing water access, to the extent deemed feasible.
 - Policy 1-P-44 Develop the Petaluma River as a publicly accessible green ribbon, fronted by streets, paths, access points, and open spaces, by implementing the Petaluma River Access and Enhancement Plan within the context of the Petaluma River Corridor Design Standards.
 - Policy 1-P-45 Development along the River shall include the creation and maintenance, in perpetuity, of public access sites. Amenities provided may include ramps, steps, docks or other means of access to the water.
 - Policy 2-P-1 As depicted on the Land Use Map allow for urban development at defined densities and intensities to prevent the need to extend outward beyond the Urban Growth Boundary.

- Policy 2-P-4 Support the continuation of active industry, including river-dependent land uses, within the community to provide a balance of land uses and the maintenance of the river as a working river.
- Policy 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.
- Policy 3-P-5 The protection of historic resources shall be a key consideration and an equal component in the development review process.
- Policy 3-P-6 Ensure that new development adjacent to eligible historic and cultural resources is compatible with the character of those resources.
- Policy 5-P-20 Ensure that new development provides connections to and does not interfere with existing and proposed bicycle facilities.
- Policy 5-P-22 Preserve and enhance pedestrian connectivity in existing neighborhoods and require a well connected pedestrian network linking new and existing developments to adjacent land uses.
- Policy 5-P-23 Require the provision of pedestrian site access for all new development.
- Policy 5-P-26 Require all new development and those requiring new city entitlements with “frontage” along creeks and the river to permit through travel adjacent to creeks and the river with access points from parallel corridors spaced at minimum intervals of 500-1,000 feet.
- Policy 9-P-12 Maintain and expand Downtown as a hub of commercial and retail activity with residential opportunities.
- Policy 9-P-13 Plan and locate retail uses appropriately to their types and the sites available.
- Policy 9-P-16 Strengthen existing retail concentrations.
- Policy 9-P-18 Strengthen the tourism sector.

Central Petaluma Specific Plan (CPSP)

- 3. The Project is, for the reasons discussed in the September 11, 2018 and February 9, 2021 Planning Commission staff reports, consistent with the following Central Petaluma Specific Plan policies:

Land Use Goals

- Goal 1 Support existing viable uses and provide for new uses that complement and complete the urban fabric.
- Goal 2 Provide for a mix of new uses.
- Goal 3 Encourage intensification appropriate in the area’s central location.

Goal 4 Encourage flexibility in building form and in the nature of activities to allow for innovation and the ability to change over time.

Goal 5 Orient activities to the Petaluma River.

Turning Basin West

Objective 3 Promote the development of retail, entertainment and related attractions that will establish a strong center focused on the Turning Basin and reinforce downtown businesses and new residential uses.

Community Design

Goal 1 Enhance Central Petaluma's identity and unique sense of place.

Goal 3 Strengthen linkages to and along the river and to other districts of the city.

Goal 4 Enhance the livability of Central Petaluma.

Goal 5 Establish a pedestrian scale within the public realm.

Public Space and River Access

Goal 1 Establish a continuous and interconnected system of public spaces along the river.

Goal 7 Complete a recreational loop on both sides of the river, including multiple gathering areas of various sizes.

Goal 8 Enhance the public space character of city streets.

Public Space and River Access – Turning Basin Area

Objective 1 Create a sequence of public spaces flanking both sides of the Turning Basin.

Policy 1.1 Establish a band of public space around the Turning Basin

Circulation

Objective 3 Improve pedestrian and bicycle circulation.

Policy 3.3 Establish a pedestrian-oriented promenade around the Turning Basin.

Policy 3.6 Enhance street landscaping and design to improve the environment for pedestrians and bicyclists.

Flooding and Noise

Policy 1.1 Require that new development in the 100-year floodplain incorporate adequate mitigation to protect property from flood damage.

River Access and Enhancement Plan

4. The Project is, for the reasons discussed in the September 11, 2018 and February 9, 2021 Planning Commission staff report, consistent with the following River Access and Enhancement Plan policies:

Goal 3: Promote balanced use of the river corridor

Objective 3.1 Encourage the development of properties along the river corridor in a manner that responds to the riverfront location, enhances the riverfront environment, and provides public access, and is consistent with the General Plan, as further defined by this Plan.

Objective 3.4 Encourage and support river-related activities that benefit local agriculture.

Objective 3.5 Encourage riverfront public recreational access and uses.

Goal 5: Expand public access to and awareness of the river.

Objective 5.1 Establish a continuous pedestrian and bicycle trail system as designated in this plan.

Objective 5.2 Create a continuous trail as soon as possible.

Objective 5.6 The trail alignment shall maximize opportunities for access to complementary land uses (such as commercial, retail, offices, parks and recreational uses).

Goal 8: Preserve the economic viability of property within the river corridor

Objective 8.1 Treat the river as the dominant element in shaping the character and image of new development along the river.

Objective 8.2 Expand awareness and enjoyment of the river through building and site design.

Objective 8.3 Wherever feasible, encourage view corridors between public streets and the river.

Objective 8.4 Integrate public access routes, as proposed by this plan, with new development.

Chapter 3.6 Downtown Segment

Policy 1 Provide a continuous banktop loop trail around the Turning Basin with pedestrian amenities such as benches and interpretive signage.

Policy 1d Provide a short-term continuous loop trail around the Turning Basin along First Street, between “C” and “D” Streets.

Policy 1e In the longer term expand the loop trail by: “Constructing a riverside boardwalk that connects the fishing dock at the end of “C” Street to the Industrial Warehouse Segment (past the PG&E Electrical substation to the

other side of ‘D’ Street”

- Policy 16 Stengthen and broaden physical relationships between the river and the downtown
- Policy 16a To the extent possible, require all future riverfront development and redevelopment to have entrances, windows, balconies, patios, and other exterior features that relate directly to the waterfront and areas of public access.
- Policy 16b To the extent possible, require that all future riverfront development and redevelopment on this river segment include active interior areas which are oriented to the river, such as overlooks, offices, conference rooms, entrance areas, etc.
- Policy 16c Promote new development, redevelopment and activities that will add vitality and pedestrian activity along the river.
- Policy 16d Encourage future new development or redevelopment of riverfront properties to provide pedestrian and visual connections between the street and the river.

SmartCode (Compliance with Standards)

5. The Project is consistent with the following development standards of the T5 zoning district:
- a. (Table 3.1: Building Function) As proposed, the Project would accommodate a winery, tasting room, event space, and motorsports gallery. Pursuant to Table 3.1, the project has received a Conditional Use Permit from the Planning Commission to establish a Food and Beverage Production and Manufacturing use, an Alcoholic Beverage Sales/Retail use, and a Bar/Tavern (tasting) use. The motorsports gallery is principally permitted.
 - b. (Section 4: Urban Standards) The Project is consistent with the following urban standards at SmartCode Chapter 4: Building Placement, Private Frontage, Landscape and Utility, and Building Type; except as noted below under findings pertaining to Warrants.
 - c. (Section 5: Thoroughfare Standards) As proposed, the Project is consistent with the urban standards at Section 5: Thoroughfare Standards, including but not limited to, those relating to thoroughfare design, intersections, public frontages, public planting, and public lighting.
 - d. (Section 6: Parking Standards) As proposed, the Project conforms to the urban standards at Section 6: Parking Standards pertaining to parking design and development standards as well as bicycle parking.

SmartCode (Warrant: Maximum building width in a T5 Zone)

6. SmartCode §4.80.140 sets forth maximum building dimensions for new buildings in the T5 Zone that propose to construct a Main Street Building. The maximum width is 150 feet. The proposed building has a width of 162 feet. SmartCode §8.10.020 provides for the issuance of either a Warrant or Variance to deviate from requirements of the code. Each type is described, as follows:

“A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of the Intent at the beginning of this code. The Director shall have the authority to approve or disapprove administratively a request for a Warrant pursuant to process established by the Director. A Variance is any ruling on a deviation other than a Warrant. Variances shall be granted in accordance with Section 24.050 (Variances) of the Zoning code.”

The Planning Commission finds a Warrant to be the appropriate permit type for deviating from the required ‘Building Placement in a T5 zone and also finds that approval is justified because the scale of the proposed building is appropriate proportioned to the scale of the existing lot, which exceeds the maximum lot size permitted in a T5 zone.

SmartCode (Warrant: Shopfront Frontage Standards in a T5 Zone)

7. SmartCode §4.80.100 sets forth urban design standards for buildings that apply a shopfront frontage to new construction in the T5 Zone. These standards require that the ground floor designed to be 75 percent transparent, that ground floor windows are separated by no more than 2 feet, and that the depth of recessed entries does not exceed six feet. The proposed ground floor fenestration treatments to the C Street façade deviate from these standards.

The Planning Commission finds a Warrant to be the appropriate permit type for deviating from the required ‘Shopfront Frontage Standards’ and also finds that approval is justified since (a) the project locates light-sensitive wine making activities behind the C Street façade, and (b) the project has included additional frontage treatments on both the C Street and First Street facades to enhance the public realm.

Implementing Zoning Ordinance

8. The project is consistent with Implementing Zoning Ordinance (IZO) §24.010 (Site Plan and Architectural Review), in that all required findings found in §24.010(G) can be made as follows:

1. The appropriate use of quality materials and harmony and proportion of the overall design.

The project includes the use of quality materials, such as smooth hand-trowled stucco, metal barrel roof tiles, dark bronze aluminum windows, and stained wood treatments. The use of these materials ensures harmony and proportion with the overall design of the site.

2. The architectural style which should be appropriate for the project in question, and compatible with the overall character of the neighborhood.

The architectural style of the proposed buildings is appropriate and compatible with the overall character of the neighborhood. While the Mission Revival inspired design is not a prevalent theme within Petaluma, there are note worthy examples such as the fire station on D Street and the SMART train station. Given the high visibility of the project site, the elaborate design motif is appropriate as it promotes interest in both the site's activities and the Turning Basin.

3. The siting of the structure on the property as compared to the siting of other structures in the immediate neighborhood.

The structure is appropriately sited to activate all three of its frontages, while minimizing the presence of on-site parking. Further, there is no consistent siting pattern among the immediately adjacent properties to provide a defined context.

4. The size, location, design, color, number, lighting, and materials of all signs and outdoor advertising structures.

No signs are proposed with the subject application. Therefore, this finding is not applicable.

5. The bulk, height, and color of the proposed structures as compared to the bulk, height, and color of other structures in the immediate neighborhood.

The bulk, height, and color of the neighboring structures varies widely. This lack of context enables the development to pursue a stand-alone architectural aesthetic that is appropriately scaled for the size of the lot and its prominently visible position on the riverfront.

6. Landscaping to approved City standards shall be required on the site and shall be in keeping with the character or design of the site. Existing trees shall be preserved wherever possible, and shall not be removed unless approved by the Planning Commission.

Proposed landscaping is in keeping with the character and design of the site and will significantly improve the overall aesthetics of the C Street and First Street frontages. Drought-tolerant landscaping will be installed throughout the site, including various trees, grasses, and vines in keeping with the character of the building. The project's landscaping is in keeping with the character and design of the site because it provides plantings that complement the building and its engagement with the pedestrian realm. Lastly, the applicant is required to comply with the Model Water Efficient Landscape Ordinance at Building Permit through the submission and approval of a Landscape Document Package.

7. Ingress, egress, internal circulation for bicycles and automobiles, off-street automobiles and bicycle parking facilities and pedestrian ways shall be so designed as to promote safety and convenience, and shall conform to approved City standards. Any plans pertaining to pedestrian, bicycle, or automobile circulation shall be routed to the Pedestrian Bicycle Advisory Committee (PBAC) for review and approval or recommendation.

The project's ingress, egress, internal circulation for bicycles and automobiles, off-street automobiles and bicycle parking facilities and pedestrian ways promote safety

and convenience, and conform to City standards. Additionally, the project provides pedestrian access at both street frontages.

- C. Based on its review of the entire record herein, including the February 9, 2021, Planning Commission staff report, all supporting, referenced, and incorporated documents, and all comments received, the Planning Commission hereby approves Site Plan and Architectural Review and Warrant for (a) maximum building width (§4.80.140) and (b) size, transparency and glazing standards for the Shopfront private frontage typology (§4.40.100); subject to the conditions of approval attached hereto as **Exhibit 1**.

SPAR CONDITIONS OF APPROVAL

ADOBE ROAD WINERY

1 "C" STREET

APN 008-069-002

Project File No. PLMA-18-0003

1. Prior to the issuance of any development permit, the applicant shall revise the site plan or other first sheet of the office and job site copies of the Building Permit plans to list these Conditions of Approval as notes.
2. Plans submitted to the City of Petaluma for purposes of construction shall be in substantial conformance with the plans on file with the Planning Division and received December 12, 2020, except as modified by these conditions of approval.
3. The applicants/developers shall defend, indemnify, and hold harmless the City or any of its boards, commission, agents, officers, and employees from any claim, action or proceeding against the City, its boards, commission, agents, officers, or employees to attack, set aside, void, or annul, the approval of the project when such claim or action is brought within the time period provided for in applicable State and/or local statutes. The City shall promptly notify the applicants/developers of any such claim, action, or proceeding. The City shall coordinate in the defense. Nothing contained in this condition shall prohibit the City from participating in a defense of any claim, action, or proceeding if the City bears its own attorney's fees and costs, and the City defends the action in good faith.
4. This approval is granted for and contingent upon construction of the project as a whole, in a single phase, with the construction and/or installation of all features approved and required herein. Modifications to the project, including but not limited to a change in construction phasing, shall require an amendment to this condition by the Planning Commission through the Site Plan and Architectural Review provided at IZO §24.010.
5. This approval is, as provided for at IZO §24.010(I), effective for a twelve (12) month period unless the permit has been exercised or unless an extension of time is approved in compliance with IZO §24.010(J).
6. The colors and materials shall be in substantial conformance with those noted on the plan set and the color board in the project file and received December 12, 2020, except as modified by the following conditions.
7. At Building Permit issuance, the applicant shall provide an electronic copy of final/approved plans in PDF format on either a CD or USB drive.
8. Prior to building permit issuance all applicable development impact fees shall be paid.
9. At no time shall business activities exceed the Performance Standards specified in Implementing Zoning Ordinance Section 21.040 and/or the General Plan.

10. All exterior lighting shall conform to the standards at IZO 24.040 (D) (Glare). Plans submitted for purpose of obtaining construction permits shall include a photometric light plan demonstrating conformance with said standards.
11. The site shall be kept cleared at all times of garbage and debris. No outdoor storage shall be permitted.
12. The applicant shall incorporate the Best Management Practices (BMPs) for construction into the construction and improvement plans and clearly indicate these provisions in the specifications. In addition, an erosion control program, in accordance with City established requirements, shall be prepared and submitted to the City of Petaluma prior to any construction activity. BMPs shall include but not be limited to the BAAQMD Basic Construction Mitigation Measures as modified below:
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day.
 - b. All haul trucks transporting soil, sand, or other loose material shall be covered.
 - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
 - e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
 - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - h. Construction equipment staging shall occur as far as possible from existing sensitive receptors.
 - i. The Developer shall designate a person with authority to require increased watering to monitor the dust and erosion control program and provide name and phone number to the City prior to issuance of grading permits. Post a publicly visible sign with the telephone number of designated person and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations."

13. If during the course of ground disturbing activities, including but not limited to excavation, grading, and construction, a potentially significant prehistoric or historic archeological resource is encountered, all work within a 100-foot radius of the find shall be suspended for a time deemed sufficient for a qualified and city-approved cultural resource specialist to adequately evaluate and determine significance of the discovered resource and provide treatment recommendations. Should a significant archeological resource be identified, a qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities. The final disposition of archaeological, historical, and paleontological resources recovered on state lands under the jurisdiction of the State Lands Commission must be approved by the State Lands Commission.
14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning of debris and trash, fertilizing and regular watering. Whenever necessary, planting shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements. Required irrigation systems shall be fully maintained in sound operating condition with heads Page 4 periodically cleaned and replaced when missing to ensure continued regular watering of landscape areas, and health and vitality of landscape materials.
15. Herbicides/pesticides shall not be applied in areas used by pedestrians/bicyclists within the project without first providing appropriate signs warning of the use of chemicals. The project shall utilize Best Management Practices (BMPs) regarding pesticide/herbicide use and as well as Integrated Pest Management techniques for the protection of bicyclists and pedestrians.
16. All tree stakes and ties shall be removed within one year following installation or as soon as trees are able to stand erect without support.
17. Bicycle racks shall comply with size dimensions and location requirements of the Bicycle and Pedestrian Master Plan. Applicant shall ensure adequate access to each bicycle rack from all sides and avoid placing racks too close to any wall or structure.
18. No signage is approved by this permit. Separate sign permits in compliance with Chapter 20 of the Implementing Zoning Ordinance shall be obtained prior to the installation of signage.
19. Prior to the issuance of a building permit the applicant shall demonstrate compliance with Implementing Zoning Ordinance Section 18.130 for verification of compliance with the public art requirement.

Planning Division: Special Conditions of Approval

20. The applicant agrees to provide a \$50,000.00 donation toward the proposed C Street Park, fishing pier, and/or future floating dock at the terminus of C Street adjoining the project site. The donation shall be provided prior to the issuance of a building permit for the Adobe Road Winery project.
21. Prior to issuance of a building permit, the Applicant will provide a conceptual plan showing how the proposed siting of the development does not preclude future development of a multi-use path at top of bank. If the plan shows that the building placement prevents development of a future path, the project shall be revised so that it is recessed accordingly.

22. The Applicant acknowledges the floating boardwalk that will someday be constructed along the frontage of his site and will dedicate an easement to the extent that the floating boardwalk will cross his property prior to issuance of a building permit.
23. Prior to issuance of a building permit, the Applicant will submit to staff a trailside signage program that complies with the following 'River Awareness Policies' of the of the River Access and Enhancement Plan:
 - a. Policy 1: Provide an integrated system of trailside signage, exhibits and other interpretive facilities at resting areas, staging areas, overlooks, significant natural and cultural features and historically significant sites.
 - b. Policy 2: Exhibits should be simple, direct, and include lively, illustrative graphics/maps with a minimum of complicated text.
 - c. Policy 3: Exhibits should be compatible with the landscape and the information being presented.
 - d. Policy 4: All exhibits should be vandal resistant.
24. Outdoor amplification and public address systems for purposes other than controlling access to buildings and as required by the Petaluma Fire Department are prohibited, unless approved in conjunction with a Limited Term (Special Event) Permit.
25. Special events, as defined in SmartCode §8.10.030, must seek approval as a Limited Term Permit prior to commencement of the activity.
26. Vehicular trip management for site operations are conditioned as follows:
 - a. Events greater than 75 people must be scheduled such that guests arrive and depart outside of P.M. peak hour or the operator must provide a shuttle service to and from the event.
 - b. All special events held on the weekend must be scheduled such that all guests arrive and depart outside of the midday peak hour or the operator must provide a shuttle service to and from the event.
 - c. Truck deliveries must occur outside of the operating hours of the tasting room to further minimize peak hour trips.
27. Passenger and freight loading/unloading will occur on-site and not obstruct on-street parking or street traffic.
28. Prior to final inspection and commencement of operations, a notice complying with SmartCode §4.70.050 shall be submitted for review and approval by the City of Petaluma and recorded against the project site (i.e., APN 008-069-002).

Public Works and Utilities Department (Engineering Division)

29. Frontage improvements shall be installed per the civil engineering site plan set and included the sidewalk extension in front of PG&E parcel to the south to complete the sidewalk on First Street to the D Street intersection. Frontage work shall include the ADA ramp at the corner of C Street and necessary work to have ADA site accessibility to the proposed improvements at the end of C Street and peer.
30. All work installed along the frontage in City Right of Way shall be the maintenance responsibility of the property owner.
31. Due to anticipated construction activity, all the striping in the intersection of First and C Street shall be removed and replaced with thermoplastic striping.
32. Grade conforms along the project frontage shall conform to the existing street section at the end of C Street and shall be adaptable to future improvements at pier and possible pathway along river, to the satisfaction of the City Engineer.
33. All striping and pavement marking shall be replaced in kind on First and C Streets.
34. The project shall provide for zero net storm water runoff for the 24 hour, 100-year event per City of Petaluma and Sonoma County Water Agency standards.
35. Site work shall generally conform to the site improvements as shown on the plans provided with the application.
36. All work shall conform to the latest City standards.
37. Drain at the trash enclosure shall be connected to the on-site sewer system. Enclosure shall be covered with roof to no allow rainwater.
38. All improvements shall be accessible. River Terrance shall be accessible from C Street. On-site ADA stall is not per standard. The low wall in the sidewalk on C Street is a trip hazard and shall be located on project site with handrail meeting accessibility requirements.
39. All existing unused water and sewer mains and lateral connections shall be identified on construction drawings and removed and abandoned per City standards.
40. Joint trench plans are required with the building permit/public improvement plan submittal.
41. All public improvement work shall be completed prior to issuance of a final inspection/certificate of occupancy.
42. The lateral connections and on-site sewer, storm drain, and water and storm drain water detention and treatment system shall be privately owned and maintained.
43. Prior to issuance of a building permit, an operations and maintenance manual is required for the proposed storm water detention and treatment system and shall be submitted with the building permit application for review and approval by the City Engineer. The manual shall include

annual inspection, by a Civil Engineer registered in the State of California, to ensure the detention and treatment systems are operating as designed and constructed as well as provisions to make any necessary repairs to the system. A signed and sealed copy of the report shall be provided annually to the Office of the City Engineer.

44. Prior to issuance of a building permit, the developer shall comply with the City's Phase II storm water management plan and State of California NPDES requirements. Provide E10 submittal for City review and approval.
45. Prior to issuance of a building permit, a public improvement plan application is required to be submitted and approved for all frontage work and all on-site work within public easements. A public improvement agreement package including necessary bonds and insurance is required.
46. All the public improvements shall be designed in accordance with the City of Petaluma Public Works and Utilities Department Standards & Specifications, latest edition of the Manual of Uniform Traffic Control Devices (MUTCD) and Caltrans standards.
47. Provide the easement as previously discussed along the waterfront, to be recorded prior to occupancy.
48. Stormwater Treatment:
 - a. The proposed stormwater treatment area shall meet BASMAA requirements. Applicant shall ensure that the design maintains adequate space to meet the required treatment area.
 - b. BASMAA standards are required. The proposed stormwater control plan does not appear to meet the minimum requirements and does not include all the area developed. Additional treatment area may be necessary.
 - c. Comply with E12 post construction storm water treatment requirements, including trash capture. Submit a construction level report and plans with the building permit applications for the development 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.
 - d. The stormwater agreement and O&M plan are required.
49. Other Agency Permits
 - a. The proposed project is located along the waterfront. Provide copies of all required permits from any agencies having jurisdiction.
50. FEMA
 - a. The project is located along the floodway, generally defined within the existing riverbanks, and partially within zone AE. The project shall not increase flooding upstream or downstream. Any modification within the floodway shall be subject to additional review for the hydraulics of the waterway and may require additional permitting. The structure shall be elevated or floodproofed and prior to occupancy an elevation certificate shall be required as well as a floodproofing certificate if necessary.
51. Frontage improvements
 - a. Frontage improvements along C St and 1st St shall be provided as indicated, including sidewalk, curb, gutter, street trees, parking along C St. The curb ramp and sidewalks shall

meet current ADA requirements. Street lighting to be provided consistent with the neighborhood, photometrics may be required.

- b. The pocket park and planting area shall be as previously conditioned.
52. The applicant shall take appropriate measures to address circulation issues in the parking area such as posting a sign, on the subject property and visible from First Street, acknowledging when the parking lot is full and/or providing trained staff to direct guests to alternative parking locations and to direct large vehicles for loading/unloading. At all times adequate sight distance must be maintained at the driveway.

Fire Department

53. Fire Department access that complies with the distance requirements per CFC 503.1.1 is not provided on all sides of the building. Due to the location of the building and size, the distance may not be literally feasible. The Fire Department will accept up to 175 feet for travel distance to all portions of the facility as measured by an approved route around the exterior of the building. If 175 feet is not achieved, the Fire Department will accept an alternate means of protection.
54. Fire flow data was provided and it appears that the project will meet the requirements of CFC Appendix B with an allowed 50 percent reduction for sprinklers.
55. An Automatic Fire Sprinkler System shall be installed as noted on the Title Sheet.
56. Installation of an Automatic Fire Sprinkler System is required per the Petaluma Municipal Code. Installation of the fire sprinkler system requires approved plans and permits from the Fire Prevention Bureau prior to work commencing. The owner/contractor shall submit a permit application with three (3) sets of plans, cut sheets, and calculations. This system must comply with NFPA 13.

The fire sprinkler system shall be monitored by a certain station fire alarm system. Installation of the fire alarm system must be conducted with approved plans and permits obtained from the Fire Prevention Bureau prior to work commencing. The fire alarm submittal shall include a permit application with three (3) sets of plans, cut sheets, and calculations for review. This system must comply with NFPA 72.

Police Department

57. There shall be no amplified or live music between the hours of 10:00PM and 9:00AM unless a Special Event Permit is obtained from the City of Petaluma.

Building Division

58. The project shall comply with current codes. The project requires complete review with building permit applications.