

## 3.0 PROJECT DESCRIPTION

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### 3.1 PROJECT LOCATION

#### PROJECT SITE LOCATION & SURROUNDING LAND USES

The project site is situated north of the Petaluma River and west of Highway 101 near the Lakeville Highway interchange (see Figure 1-1<sup>1</sup>). The site extends south from Hopper Street, which is south of Lakeville Street, to the Petaluma River. The site is bounded by the Sonoma Marin Area Rail Transit (SMART) rail corridor on the north, Highway 101 on the east, Petaluma River on the south, and industrial uses on the west. Vehicular access to the site is provided via an extension of Hopper Street at the northern boundary of the site.

Petaluma River, a traditional navigable water (TNW) serving the City of Petaluma and Sonoma County for transportation of goods and recreation, is located south of the Project Site. The river is within the jurisdiction of the State Lands Commission and the U.S. Army Corps of Engineers (as a navigable waterway). The southernmost 3.5-acres adjacent to the Petaluma river are currently undeveloped and are proposed for development as a Riverfront park as part of the subject project. This land is owned by the State Lands Commission and consists primarily of ruderal and non-native grassland with some seasonal wetlands. A row of pine and cypress trees provides a separation between the proposed Riverfront Park adjacent to the Petaluma River and the balance of the project site.

The Caltrans Highway 101 right-of-way is located to the east of the project site and has been disturbed and is partially being used as a construction staging area for the Caltrans Highway 101 widening project that is currently in progress. The Caltrans project consists of widening the highway to provide High Occupancy Vehicle (HOV) lanes, and includes widening of the Highway 101 overpass (Petaluma River) bridge to the east of the project site.

The project vicinity contains a mix of uses. Vacant industrial lands (the former Pomeroy Corporation concrete works) and City's former wastewater treatment facility (now a pump station) are located to the west of the project site. Farther west are the Mary Isaak Center

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<sup>1</sup> All figures are included at the end of the document in Section 7.0 for ease of reference as some figures are referenced in several sections.

(homeless shelter), an animal shelter and a corporation yard owned by the City. Commercial and industrial businesses are located to the north of the rail corridor, and a marina and business center is located east of Highway 101. Adjacent land uses across the Petaluma River to the south include single-family residential and industrial uses.

## PROJECT SITE CHARACTERISTICS

The project site is currently undeveloped and is generally flat. The site is a former marshland that was filled between 1914 and 1944 by hydraulic dredge spoils from the Petaluma River. Dikes were used to contain the soils, and a drainage channel runs along the western edge of the property.

The site was purchased in the early 1950s by the Ben C. Gerwick Company, which became the Pomeroy Corporation. Pomeroy Corporation built a pre-stressed concrete fabrication yard west of the site, and the project site remained unused until the early 1980s, except that the site was used in the 1960s and 1970s as a settling pond for the former Petaluma Wastewater Treatment Plant located to the west of the project (Iris Environmental, October 2013). Pomeroy routed a railroad spur along the western edge of the Site and used areas around the spur for the storage of materials and supplies. Pomeroy also used the former settling ponds to spread soil containing diesel compounds from an underground storage tank removal project on the property to the west of the site.

Since 2005, the site has been used for the crushing and storage of roadbed materials (Iris Environmental, October 2013). The site has an active permit from the City of Petaluma (BLDG-13-0401, issued July 18, 2013 and expiring January 14, 2014) for storage and removal of up to 75,000 cubic yards of material, which will be removed prior to commencing project improvements. Gravel roads, concrete slabs, and gravel piles occupy about a third of the site, and the remainder of the site is dominated by invasive non-native plant species.

## 3.2 PROJECT BACKGROUND

The site has been the subject of several development applications since 2001. The site has limited street access and past development scenarios attempted to provide additional access by way of a new southern crossing bridge over the Petaluma River, which ultimately was deemed financially infeasible due to the estimated cost of the bridge, ranging from \$40 to \$60 million. A subsequent development application for predominantly residential land uses did not gain staff support and was eventually withdrawn. The current proposal is the result of discussions with staff about the mix and intensity of uses that were considered consistent with the *Central Petaluma Specific Plan* and the constraints of the site in terms of access and location. Another issue was gaining final approval of the existing at-grade railroad crossing at Caulfield

Lane near Hopper Street, which received final approval from the Public Utilities Commission (PUC) on July 11, 2013.

The current project application was filed in February 2011, and was deemed complete in February 2013. The project has been designed utilizing the current Urban Standards for Zones T-4, T-5 and T-6 from the 2003 SmartCode, and will not be subject to the Amended SmartCode, that was subsequently adopted by the City Council on June 17, 2013 and which became effective on July 31, 2013. Specifically, the City Council determined that the Amended SmartCode Section 4 Urban Standards will not apply to applications for projects within the Central Petaluma Specific Plan area that are complete pursuant to the Subdivision Map Act prior to the effective date of the Amended Smart Code, until the earlier of: six (6) years following the effective date of the Amended Smart Code, or until all buildings of such projects that require certificates of occupancy are completed and issued certificates of occupancy (Ordinance No. 2470). All other provisions of the Amended SmartCode including administrative provisions and processes will apply. The above provision is limited to the Riverfront Project as currently proposed, as it is the only complete application within the Central Petaluma Specific Plan area. Should the subdivision map not be approved, or the project not build out within six years of adoption of the Amended SmartCode, any future project proposal or development at this location would be processed under the Amended SmartCode.

### 3.3 PROJECT DESCRIPTION

#### PROJECT OBJECTIVES

According to the project applicant, the proposed project is intended to meet the following objectives:

1. Provide a mix of residential housing types including single-family detached, townhomes and apartments.
2. Provide a mix of land uses accommodating a stand-alone hotel and office complex, along with ground-floor commercial space within vertical mixed-use buildings.
3. Provide ownership opportunities for smaller businesses and promote the development of new businesses.
4. Help meet the housing needs created by the new jobs within the project and help alleviate the City's housing shortage and address the City's current housing needs.
5. Promote a pedestrian-oriented, mixed-use neighborhood development with a compact design to reduce vehicle usage and therefore reduce traffic, air pollution, and greenhouse gas emissions.
6. Help diversify the City's economic base by incorporating a flexibly designed project to accommodate both established and start-up businesses of different

needs, sizes, and uses as well as a limited service hotel that satisfies a current City need.

7. Generate long-term tax revenue to the City by developing a hotel, office complex and ground floor commercial spaces.
8. Enhance the river corridor by developing a pedestrian and bicycle oriented linear park, consistent with the Petaluma River Access and Enhancement Plan.
9. Generate local employment opportunities, both in short-term construction employment, and long-term project employment.
10. Balance the location, type and quantity of land uses to ensure a financially feasible development project.
11. Locate land uses with higher traffic demands close to the foreseeable-term access point (Hopper Street) to ensure maximum viability and success.
12. Minimize, to the extent feasible, the amount of land dedicated to vehicular access.

## PROJECT ELEMENTS

### Zoning & Zoning Map Amendment

The Central Petaluma Specific Plan (CPSP) is implemented through the SmartCode. The project site is within a Conceptual Area Boundary (as the Specific Plan explains; *“the area inside the boundary is conceptual and only for the purposes of determining recommended zoning designations and street layout”*). The conceptual layout includes Urban Center (T-5), Urban Core (T-6) and Civic Space (C-S) zoning designations. These designations allow for a variety of residential, commercial office, retail and park uses consistent with the 2003 SmartCode development regulations established within the Central Petaluma Specific Plan area. The intent of this zoning is to promote mixed use throughout the area and, depending on the parcel and its surroundings, provide vertical mixed use (i.e., a mix of uses within the same structure) wherever possible.

To implement the Conceptual Area Boundary, a Zoning Map Amendment (ZMA) is required that would provide the actual zoning designations for the proposed zoning districts. The zoning designations selected for this project, are very similar to the conceptual designations within the CPSP and include General Urban (T-4), Urban Center (T-5), Urban Core (T-6) and Civic Space (C-S). These zones allow for a variety of permitted and conditional uses as illustrated in the building functions standards table of the SmartCode.

### Tentative Map and Future Development Phases

The project consists of a mixed-use development on the existing 35.7-acre project site. As proposed, a total of 18.81 acres will be developed with a mix of residential, hotel, commercial and office uses, with approximately 12.87 acres for right-of-way dedication and 3.97 acres for civic spaces<sup>2</sup>.

The project proposes future development of a mix of residential and commercial land uses, including 90,000 square feet of commercial space (30,000 square feet of retail and 60,000 square feet of office), a 120-room hotel, approximately 4.0 acres of parks, a system of multi-use trails and a community boathouse adjacent to the Petaluma River. The proposed residential uses include 134 single-family residential lots, 39 townhomes, including 4 live/work units, and up to 100 rental apartment units as part of the mixed-use land use designation. Thus, the proposed project would allow for a maximum project buildout of 273 residential units.

The Tentative Subdivision Map proposes to create 144 lots and four parcels. The four parcels include an active park, central green, public path and a parcel dedicated to the Petaluma Small Craft for future development of a boathouse. The 134 single family homes will be on individual lots; the townhomes will be on 3 lots. The remaining 7 lots will include the commercial, office, hotel and apartment uses. The proposed lots and uses are summarized on Table 1-1. The proposed tentative map is shown on Figure 1-2, and a map showing locations of planned land uses is shown on Figure 1-3.

The project also includes two offsite improvements. The adjacent state-owned property along the Petaluma River will be developed into an approximately 3.5-acre passive Riverfront Park, and a secondary offsite emergency access route will be provided. The proposed onsite development and offsite improvements are further described below.

The Tentative Map proposes development in eight phases, as shown on Figure 1-2, although the plans do not specify a phasing order or timeframe. City staff discussions with the Applicant indicate that it is anticipated that the single-family housing and hotel components will be constructed first. City regulations require that all subdivision improvements within each phase be completed, which according to the project applicant, will occur in response to market conditions. The site is expected to build out within six years. Mass site grading will occur at the onset of construction to facilitate subsequent development phases. Accordingly, each phase will require subsequent fine site grading, thereby limiting active ground disturbance to the phase under construction. Infrastructure will be installed in a manner that provides adequate service to the phase being constructed, and with the intent to serve the entire project area. That is, water and sewer pipelines and other infrastructure will be sized appropriately to accommodate ultimate buildout.

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<sup>2</sup> The Central Petaluma Specific Plan [Appendix A-SmartCode 2003] sets forth standards for civic spaces, including natural parks, greens, squares, plazas, playgrounds, and public open spaces.

**TABLE 1-1: Summary of Proposed Lots and Uses**

Proposed Uses	Size	Acres	Proposed Lots
<b>Residential</b>			
▸ Single-Family Lots	134 lots	12.31	1-124, 127-130, 138-144
▸ Townhomes	39 units (includes 4 live-work units)	2.59	131-132, 138
<b>Commercial &amp; Mixed Use</b>			
▸ Mixed Use	30,000 sq. ft. 100 apartments	1.18	125-126
▸ Office	60,000 sq. ft.	2.09	134-137
▸ Hotel	120 rooms	0.64	Includes street parking & office expansion area 133
<b>Parks &amp; Dedication</b>			
▸ Parks-Civic Space		3.81	
Active Park	2.27 acres		Parcel A
Central Green	0.38 acres		Parcel B
Public Path	1.16 acres		Parcel C
▸ Boathouse Parcel		0.16	Parcel D
▸ Street Rights-of-way		12.87	
<b>TOTAL ONSITE</b>		<b>35.7</b>	
<b>Offsite Improvements</b>			
▸ Emergency Vehicle Access (EVA) & Multi-Use Path		0.33	
▸ Riverfront Park		3.5	
<b>TOTAL OFFSITE</b>		<b>3.83</b>	
<b>SOURCE:</b> Acreages are from Application Materials: "Riverfront Project Narrative" (January 2013) and Project Maps (TM-4 and TM-8)			

### Site Plan and Architectural Review

The project proposes a Master Site Plan and Architectural Review (SPAR) for the entire project site and future individual site-specific SPAR for each phase of development. The Master SPAR includes design and site layout regulations and guidelines intended to apply to all future development on the project site. This process ensures integrity and overall consistency among

all the future phases of development. The Applicant has provided a conceptual site plan that depicts what is possible through the Master SPAR by showing potential structural layouts and some architectural renderings for illustrative purposes in order to conceptually illustrate the architectural styles and desired level of detail. The Applicant intends to propose at the future SPAR process for each phase. The conceptual site plan is shown on Figure 1-4, and the conceptual renderings are included on Figure 1-5.

Architectural plans and building and site details will be submitted in the future as part of subsequent Site Plan and Architectural Review (SPAR) for development of the individual phases. Each phase and/or project component will require Planning Commission SPAR approval in accordance with the City's SmartCode requirements. Specific building locations, parking layouts, landscape design and architecture would be reviewed and approved during the SPAR process.

### Proposed Land Uses

As proposed, the project will consist of a range of land uses including residential, commercial, hotel, and open space. The proposed detached single-family residential lots dominate the southern portion of the site adjacent to the Petaluma River, and a medium-density townhome development is planned in the northeastern corner of the site. A hotel and office complex are proposed in the north-western portion of the site, and would be separated from the single-family residential area by an active park and sports field. In the central portion of the site, a "Central Green" urban park will be encircled by mixed uses (ground floor commercial with apartments above) and project streets. A parcel in the southeast corner of the site will be dedicated to the City, for the Petaluma Small Craft Center (PSCC) for future construction of a community boathouse. Future construction of launch for small craft access to the Petaluma River is envisioned, but there are no current proposals, and this project is not evaluated in this EIR. Further details are provided below. As indicated above, a site plan showing a conceptual layout of structures is presented on Figure 1-4.

- Single-Family Residential Lots: The proposed tentative map includes 134 detached single-family residential lots, averaging 4,000 square feet. Streets will be constructed in a grid with a frontage street adjacent to the Petaluma River. The street grid also includes a trails system running along the project's frontage with the SMART Rail Line and leading from Hopper Street around both the eastern and western boundaries of the site to the adjacent proposed Riverfront trail. (The proposed trails are further described below.)
- Townhouse Residential Units: A medium density townhome development consisting of 35 residential units and four live/work units would be located in the northeastern corner of the project site. The area will be served by an internal street that connects to the single-family development.

- Hotel Lot and Office Lots: Development would consist of a 4-story hotel and a 3-story office complex consisting of a 120 room hotel and 60,000 square feet of office space located off of Hopper Street at the entrance to the project site in the northwestern corner of the site. A 1.75 acre parking lot is proposed to be sited west of the hotel and office buildings. The parking lot will provide adequate parking for the hotel, office, retail and active sports park.
- Commercial & Residential Mixed Use: A 1.18-acre area in the central portion of the site would consist of 30,000 square feet of ground floor commercial space with 100 apartment units located on the second and third floors. The commercial component would consist of a mix of neighborhood serving commercial opportunities with spaces available from 1,500 square feet and greater.
- Community Areas: Open space and community areas consist of a 98,916 square foot (2.27 acres) active park with sports field and a 16,448 square foot “Central Green” passive park space encircled by the access streets to the mixed use component (commercial and residential). The active park is located between the single-family development and the hotel and office complex on the western portion of the project site. A multi-use trail is planned on the perimeter of the property. The development of onsite parks and trails in combination with the proposed offsite Riverfront Park, which is further described below, will result in approximately 7.5 acres of new parkland.
- Boathouse Parcel: The proposed subdivision includes creation of a 0.16-acre parcel (Parcel D) in the southeast corner of the project site that will be dedicated to the City of Petaluma for future construction of a community boathouse for small-craft access to the Petaluma River. It is expected that the City would lease the property to a private or non-profit entity, such as the Petaluma Small Craft Center (PSCC), to build and operate the boathouse. Specific site plans have not been developed, but the building is expected to be approximately 15,000 square feet in size, and would be used to store approximately 100 small boats, from 60-foot long eight oared shells down to 10-foot stand up paddle boards.

This element is not part of the proposed Riverfront Mixed-Use project, but the City has included it in this environmental analysis to help facilitate future development. The City’s General Plan encourages provision of access to the river (I-P-45 and 2-P-12). Construction of the Boathouse will require future Site Plan & Architectural Review approval. It is noted that the conceptual rendering shown on Figure 1-4 shows the boathouse structure extending onto adjacent state-owned lands. Any encroachment onto the adjacent lands would require a lease with and approval from the State Lands Commission.



## Proposed Access and Onsite Improvements

### ACCESS

Access to the project site is provided from Hopper Street, primarily from its intersection with Caulfield Lane. Hopper Street, from Caulfield Lane to the project site, would be widened to 45 feet to accommodate two travel lanes, landscaping, and pedestrian/bicycle access from Caulfield Lane to the project site. The at-grade crossing of the SMART rail tracks formerly located at Lakeville Street has been relocated to Caulfield Lane northeast of the project site. A second offsite access and emergency vehicle access street (EVA) are also proposed, which are further described below.

The tentative map provides an internal network of streets that consist of one primary north-south street and several minor north-south connections. The primary north-south road between the sports park and the office/hotel complex would be a segment of the planned extension of Caulfield Lane through the project site and ultimately to Petaluma Boulevard South, located south of the Petaluma River. Internal intersections will be stop sign controlled. Onstreet parallel parking is proposed along both sides of all internal streets except for the alleys behind the retail-residential mixed use area, between the Central Green and the road that parallels the river, and the EVA street along the western property boundary.

### PATHS & TRAILS

An approximate 10-foot-wide, Class I multi-use path is proposed around the perimeter of the site and would connect to other planned paths in the project vicinity as set forth in the City's Bicycle and Pedestrian Plan (2008) the Petaluma River Access and Enhancement Plan (1996), also see Figure 1-6. The proposed street through the middle of the site would serve as a Class II bicycle and pedestrian path. Additional multi-use pathways through the site would connect the trails on the proposed Riverfront Park to the south with Hopper Street. An existing public vehicular, pedestrian and bicycle easement that runs north-south through the site will be relocated to align with the proposed plan line for the future bridge to connect to Petaluma Boulevard South. The proposed onsite path system in relation to other existing and planned vicinity pathways is shown on Figure 1-6.

### UTILITIES

Public utilities will be extended to serve the site. A preliminary utility plan shows eight-inch water and sanitary sewer lines to be installed within street rights-of-way. A proposed future 36-inch sanitary sewer force main has been added to the Hopper Street as directed by the Department of Public Works and Utilities. A storm drain system is also identified with one discharge point into the Petaluma River. The project plans also show installation of a recycled water pipeline for future connection to the City's recycled water system.

### Proposed Offsite Improvements

The project consists of two off-site improvements including an additional point of access from East D Street via construction of a new two-way public street that connects East D Street with Hopper Street and provides Emergency Vehicle Access (EVA) to meet Fire Department requirements, and development of the “Riverfront Park,” a passive use park including walking trails, outlooks and landscaping. Further description is provided below.

Development of an offsite multi-use trail that that would extend east from the southeast corner of the proposed Riverfront Park under Highway 101 and a boat dock to the Petaluma River were formerly under consideration as part of the Initial Study that was originally prepared in June 2013. These facilities were never part of the proposed project, but future construction by the City or another entity has been under consideration. Additionally, no specific plans or project details for the boat dock and multi-use trail have been developed at this time. Due to the uncertainty as to when the facilities would be constructed, by what entity and the nature of the improvements, these components are not considered in this EIR. At such time as these facilities may be proposed and designed, subsequent environmental review would be undertaken once the location, design and construction methods are proposed.

#### ACCESS AND EMERGENCY VEHICLE ACCESS (EVA)

Proposed offsite improvements include a 26 to 30-foot wide public street that would provide for two-way traffic connecting East D Street to Old Lakeville Street, which would be extended to connect to Hopper Street. This will be accomplished by widening Hopper Street from 14 to 20 feet to meet Fire Department access requirements. The new public street connecting East D Street to Hopper Street would also provide for Emergency Vehicle Access (EVA). The proposed two-way public street and EVA are shown on Figure 1-7.

#### RIVERFRONT PARK

The property to the south of the project site (and planned single-family residential area) is adjacent to the Petaluma River and is owned by the State of California (under the jurisdiction of the State Lands Commission). The project proposes development of a passive “Riverfront Park” in this area on approximately 3.6 acres. The park includes a walking trail, outlooks and landscaping improvements, including planting of additional riparian trees. Design plans for the path have not been developed, but it is expected to be approximately 10 feet wide and constructed in accordance with the design guidelines and other provisions in the adopted *Petaluma Bicycle and Pedestrian Plan* (2008) and the *Petaluma River Access and Enhancement Plan* (1996). A conceptual design for the Riverfront Park and trail system will preserve the existing trees on the Riverfront Park site and on the common property line with the Pomeroy property to the west, as shown on Figure 1-8.

### Site Preparation and Grading

Project plans indicate that mass grading of the entire site will be conducted to redistribute onsite soils, creating a balanced mass grading of the site. The planned grading will enable completion of all subdivision improvements and accommodate future development phases. Total site grading would consist of approximately 146,000 cubic yards of cut, of which about 75,000 cubic yards will be hauled offsite for Caltrans use in its Highway 101 improvement project that is currently underway.

In general, the grading plan shows that the existing grades on the northern half of the project site will be lowered by one to two feet. The grading plan indicates that new fills planned for the southern, roughly one half of the project site, will typically be limited to two feet or less in thickness. The one exception is a localized area near the southern end of the proposed Caulfield Lane extension, where up to ten feet of new fill is planned to accommodate a possible future bridge over the Petaluma River beyond the southern edge of the project. The plans identify this area, and portions of several lots (4-11 and 28-39) as being within an area that would receive between 3 and 10 feet of fill. Additionally, the area of fill will extend slightly offsite onto the northern edge of the proposed Riverfront Park site. The grading plan is shown on Figure 1-9.

## **3.4 CITY PLANS & LAND USE CONSISTENCY**

### City Plans

#### PETALUMA GENERAL PLAN 2025

The project site is designated as “Mixed Use” in the City’s *General Plan 2025*. For the Mixed Use designation, the General Plan states that “densities and FARs within the boundary of the *Central Petaluma Specific Plan (CPSP)* shall be undertaken in accordance with the CPSP”. The project site is also within the City’s “Urban Growth Boundary.” As further discussed below, the project is consistent with the land use designation in the CPSP, and thus, is consistent with the General Plan land use designation.

#### CENTRAL PETALUMA SPECIFIC PLAN (CPSP)

The project site is located in the CPSP area, which consists of approximately 400 acres of underutilized urban land extending west from Highway 101. The CPSP was adopted by the Petaluma City Council on June 2, 2003. A “Smart Code” (Appendix A of the Plan) addresses details of new development and redevelopment, consistent with the policies of the Specific Plan.

The project site is located at the eastern end of the “Lower Reach” subarea, and is designated MU-“Mixed Use” in the Specific Plan. The Mixed Use designation allows for a variety of residential, commercial office, retail and industrial uses consistent with the respective development regulations established within the Specific Plan area. The project is consistent with the Mixed Use designation and Policy 5.3, which calls for allowing intense mixed-use development on land not utilized for industrial purposes.

The project is also consistent with the amount of residential development envisioned for the Lower Reach subarea area. The CPSP EIR estimated a potential for 2,716 new residential units in the “Lower Reach” subarea, and the analysis in the CPSP EIR was based on a “cap” equal to 25% of the overall maximum development potential, resulting in a total of 679 residential units in the Lower Reach subarea. Other than the project site, the only other property designated for mixed uses in this subarea is the former City wastewater treatment plant site to the west of the project site, which is now used as a pump station. The remainder of the Lower Reach area is designated for “river dependent industrial” uses. Thus, it would be expected that the residential buildout estimated for the Lower Reach area would occur primarily on the subject project site. Therefore, the proposed project development of 273 residential units is well below the potential development of 679 residential units that was estimated and analyzed for the project area in the CPSP EIR.

#### PETALUMA RIVER ACCESS AND ENHANCEMENT PLAN

The *Petaluma River Access and Enhancement Plan* provides a framework for preservation and restoration of the Petaluma River corridor. Adopted in May 1996, the Plan addresses corridor improvements, land uses, and accessibility along the 6.5-mile section of the Petaluma River within the city limits. Its four major components include restoration of the river’s natural resources, construction of a multi-use trail, a vibrant waterfront district adjacent to Downtown, and mixed uses along the river corridor. One goal of the River Plan is to “expand public access to and awareness of the river.” which is supported with the River Plan’s proposed continuous bicycle and pedestrian trail system along the entire 6.5-mile corridor.

The project area is located within the Downstream segment of the River Access and Enhancement Plan, which depicts a future combined bicycle and pedestrian trail along the north river bank adjacent to the project site. Project plans identify a multi-use path in this location along the river, consistent with the *Petaluma River Access and Enhancement Plan*.

#### CITY OF PETALUMA BICYCLE AND PEDESTRIAN PLAN

A river trail also is supported in the City’s *Bicycle and Pedestrian Plan* (May 2008). According to this Plan, the River Trail is proposed along the entire length of the Petaluma River through the city. The Plan states that a critical gap is between Washington Street and Lakeville Street. The proposed improvements for the Riverfront project would result in the development of the River Trail along the project site’s frontage to the Petaluma River.

### Review of Project with CPSP and General Plan Policies

The proposed project does not conflict with the City of Petaluma's *General Plan 2025*, the *Central Petaluma Specific Plan* (CPSP), or any other applicable regulation adopted for the purpose of avoiding or mitigating an environmental effect, except for potential impacts related to special status species and exposure to geotechnical hazards and noise, which can be mitigated to a less-than-significant level with mitigation measures identified in this EIR. With implementation of mitigation measures, the project would be consistent with General Plan policies that address these issues as discussed below and summarized in Table 1-2.

The CPSP includes policies regarding land use, public space and river access, circulation, flooding, noise, public utilities and historical resources. The Land Use section includes four policies for the Lower Reach subarea in which the project site is located. Policy 5.1 calls for continuation of existing river-dependent industrial uses, which is not applicable to the project site, since the Riverfront site is designated for mixed-use development. Similarly, Policy 5.2 calls for location of a transit station in the vicinity of the Caulfield Lane extension and is not applicable to the project, as the location of the transit station has been identified at Lakeville Boulevard between East D Street and Washington Street (pursuant to the Petaluma SMART Rail Station Area Master Plan, April 2012). Policy 5.3 is applicable to the proposed project as it calls for allowing an intense mixed use development on land utilized for industrial purposes. The project's proposed mix of land uses is consistent with these policies. Policy 5.4, which calls for provision of thoroughfare-oriented retail uses along the west side of Lakeville Street, is not applicable to the proposed project.

The proposed project is consistent with CPSP public space and river access policies that call for provision of a major band of waterfront public space (Policy 4.1), establishment of an integrated network of public space (Policy 4.3) and development of a central green within the new employment center (Policy 4.3), as all these elements are incorporated into the project plans. There are no circulation policies applicable to the proposed project. The Flooding and Noise chapter of the CPSP calls for enforcement of local and state noise standards to protect new residents from excessive noise (Policy 3.1) and adequate mitigation for non-residential development to achieve an acceptable noise environmental (Policy 3.2). This EIR addresses exposure to noise sources and with mitigation, proposed uses can meet interior noise level standards of 45 dBA Ldn, as discussed in the NOISE (Chapter 4.7) section of this EIR.

The following discussion summarizes project consistency or conflicts with General Plan policies.

- Land Use, Growth & Built Environment. The proposed project is consistent with land use policies as the project includes a mix of land uses and intensities (1-P-1), is contained within the Urban Growth Boundary (1-P-35), and provides the necessary public facilities to serve the project (1-P-48). The proposed project orients building sites toward the

Petaluma River and provides public access to the river (1-P-43) as well as river amenities, including a site for a future small-craft boathouse site and launch (1-P-45). The project also includes development of a passive Riverfront Park on adjacent state-owned land that includes riparian revegetation and enhancement (1-P-46). Project development will not result in adverse impacts to the Petaluma River with implementation of required erosion and storm water control plans (Mitigation Measures HYDRO 2-4).

- Community Design & Historic Resources. The project layout includes a public street parallel to the river and a multi-use path within the adjacent river park (2-P-8). The project's primary road through the site will allow for future extension of Caulfield Lane across the river to Petaluma Boulevard South (2-P-10). As indicated above, access will be provided to and along the Petaluma River, including dedication of a site for future development of a boathouse that could support small boat access to the river (2-P-12). The project includes trails to and along the Petaluma River and new development will be oriented toward the river with a new road adjacent to the river corridor (2-P-57 & 59). The Riverfront project's offsite trail along the river will be designed in accordance with guidelines in the "Petaluma River Access and Enhancement Plan." The project is consistent with provisions of the plan (2-P-58) in that buildings will be set back approximately 150+ feet from the edge of the river, a continuous trail will be provided that will connect to other planned trails, and revegetation for habitat enhancement will be provided. The project will be required to prepare and implement a Construction Recycling Plan consistent with General Plan policy (2-P-122). A cultural resources investigation has been conducted (3-P-1J-K), and no impacts to archaeological resources were identified.
- Natural Environment. The project proposes compatible tree planting along the river (4-P-1G), as well as throughout the site, which will aid air quality (4-P-6). No impervious surfaces are proposed in a floodway (4-P-1K). A site-specific biological resource assessment was conducted, and with implementation of recommended mitigation measures, special status species would not be adversely impacted (Mitigation Measures BIO 1-2). The minor amount (0.24 acres) of low-quality wetland habitat that will be filled during construction of the project will be mitigated with contribution to a local wetland mitigation bank (4-P-2A). Recommended mitigation measures include construction specifications to reduce air emissions from construction activities (4-P-16) (Mitigation Measures AIR 1-2).
- Mobility. The proposed project considered impacts upon mobility with preparation of a traffic study (5-P-5), which found that intersections affected by the project would operate at acceptable levels of service (5-P-10). The project includes extension of Caulfield Lane through the site (5-P-11) that would allow for future extension across the Petaluma River as depicted in the City's General Plan. The project also provides

other offsite improvements (5-P-4). Additionally, the project provides an interconnected system of bicycle lanes, pedestrian amenities, and multi-use trails both on and off the site that will connect to other existing and planned trail systems, thus supporting alternative transportation modes (5-P-19-20, 5-P-23) and access to the Petaluma River (5-P-24). As such, the project does not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities. The project's planned circulation system does not result in conflicts with the adjacent SMART rail corridor; the at-grade crossing at Caulfield Lane, just north of Hopper Street was recently improved.

- Recreation and Parks & Community Services. The proposed project includes development of a park and central green (6-P-1, 6-P-7) and construction of a trail on adjacent state-owned land next to the river (6-P-2A, 6-P-18). The project provides an emergency access route and would not adversely impact emergency response times (7-P-19B).
- Water Resources. The project site will be served by City water, consistent with policies to provide potable water service to lands within the Urban Growth Boundary (8-P-7). The project plans include installation of a recycled water line system for future connection to the City's recycled water system, consistent with City policy to offset potable water demand with the increased use of recycled water (8-P-10A). The proposed roadway is set back approximately 230 feet from the centerline of the Petaluma River and future residences would be set back further, consistent with policies to protect water resources (8-P-30). Due to the location of the project site outside of the 100-year floodplain and at the downstream end of the river, City staff has determined that the policy to require no net increase in stormwater runoff is not directly applicable to the project site (8-P-36). The project site is not located within a flood hazard zone as shown on FEMA or City General Plan maps (8-P-37).

The project will be constructed in accordance with the City's Phase 2 National Pollutant Discharge Elimination Permit requirements and regulations (8-P-38). The proposed subdivision includes "sustainable site planning" measures to promote Sustainable site design – also referred to as Low-Impact Design (or LID) – to protect water quality, including directing stormwater runoff to bioswales, tree box filters, and open space areas, consistent with City policies to protect water quality (8-P-39). Each subsequent development phase of the Riverfront Project will be designed to utilize measures outlined in the General Plan (8-P-39).

- Health and Safety. A project geotechnical study was prepared in accordance with City policy (10-P-1A), and with implementation of recommendations, exposure to seismic and soil hazards and constraints will be minimized (Mitigation Measures GEO 1-2). A noise study was prepared in accordance with City policy (10-P-3A-B), and with implementation of recommendations of this study (Mitigation Measures NOISE 1), including a range of building elements and/or materials to reduce interior noise levels

as well as subsequent acoustical studies for development phases that will be specify design level noise attenuation measures, exposure to noise will be less than significant and noise-land use compatibility standards will be met (10-P-3E). Measures to reduce construction noise impacts to less than significant are also recommended, consistent with City policy (10-P-3E).

### 3.5 INTENDED USES OF EIR

As indicated in the INTRODUCTION, the EIR is an informational document for decision makers. CEQA requires that decision makers review and consider the EIR in their consideration of this project. The following agencies have been identified as having regulatory or review responsibilities for the project.

- City of Petaluma: Upon recommendation by the Petaluma Planning Commission, the City Council will certify the FEIR, take action on the zoning map amendment, Tentative Subdivision Map and Master Site Plan and Architectural Review (MSPAR). Site Plan and Architectural Review (SPAR) for the individual phases would occur at a later time with review and approval by the Planning Commission. Specific building locations, parking layouts, landscape design and architecture would be reviewed and approved during the SPAR process.
- U.S. Army Corps of Engineers: Verification of Wetlands Delineation (COMPLETE); Approval of Section 404 Nationwide Permit #29 for minor wetland fill.
- California Department of Fish & Wildlife: Potential approval of Streambed Alteration Agreement (SAA) for Riverfront Park development.
- California Regional Water Quality Control Board: Approval of Waste Discharge Requirements for discharge of stormwater into Petaluma River, Section 401 Water Quality Certification; Review of Notice of Intent & Storm Water Pollution Prevention Plan (SWPPP) filed by Applicant.
- California State Lands Commission (CSLC): The CSLC is a “trustee” agency and also a responsible agency. Potential relocation of a Public Access Easement also requires written permission from the CSLC. The CSLC, in its response to the EIR NOP, indicated that their preliminary review indicates that the riverfront park and boathouse are not inconsistent with specified easement parcels, but that it appears that the project relocates a public access easement, which would require CSLC approval. Additionally, any future development extending below the ordinary high water mark, such as the boathouse or boat launch, will require a lease from the CSLC.
- Sonoma County Water Agency: Review of Project Drainage Plans.



**TABLE 1-2: Central Petaluma Specific Plan and  
General Plan 2025 Policies Applicable to Project**

<b>Central Petaluma Specific Plan</b>	
<b>Land Use</b>	
5.3	Allow for an intense Mixed Use development on land not utilized for industrial purposes.
<b>Public Space &amp; River Access</b>	
4.1	Provide for a major band of waterfront public space.
4.2	Establish an integrated network of public space.
4.3	Develop a central green within the new employment area.
<b>Flooding and Noise</b>	
3.1	Enforce local and state noise standards to protect new residents from excessive noise.
3.2	Require that new non-residential developments incorporate adequate mitigation to achieve an acceptable noise level.
<b>General Plan 2025</b>	
<b>Land Use, Growth Management, &amp; the Built Environment</b>	
1-P-1	Promote a range of land uses at densities and intensities within the Urban Growth Boundary (UGB).
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.
1-P-45	Development along the River shall include the creation and maintenance of public access sites with amenities, such as ramps, steps, docks or other access to the water.
1-P-46	New development shall preserve, protect, and enhance the health & diversity of the Petaluma River.
<b>Community Design, Character &amp; Green Building - CPSP</b>	
2-P-8	Require streets along riparian corridors to create linear open space with public access.
2-P-10	CPSP Area - Provide for the extension of Caulfield Lane from Lakeville Street to Petaluma Blvd. South.
2-P-12 CPSP Area	Support the establishment of pedestrian access to the River, including the provision of a facility to allow launching of small, lightweight waterborne craft.
2-P-57	Foster connections to the river and ensure that new development adjacent to the river is oriented toward it.
2-P-58	Use the Petaluma River Access and Enhancement Plan by maintaining setbacks; creating natural flood terraces where appropriate; and enhancing floodplain and habitat conservation areas.
2-P-59	Promote greater accessibility and views to Petaluma River through road extensions, bikeways, and trails.
2-P-122	Require Construction Phase Recycling Plan to address the reuse and recycling of major waste materials generated by construction.
<b>Historic Resources</b>	
3-P-1.J-K	Ensure the protection of known and unrecorded archaeological resources by requiring a records review for any development proposed in areas that are archeologically sensitive and mitigation if resources are discovered.
(CONTINUED ON NEXT PAGE)	

**TABLE 1-2: Central Petaluma Specific Plan and  
General Plan 2025 Policies Applicable to Project**

<b>Natural Environment</b>	
4-P-1G	Expand tree planting along the upper banks of the river and creeks
4-P-1K	Prohibit placement of impervious surfaces in the floodway, except for pathways and emergency access..
4-P-2A	Conserve wildlife ecosystems and sensitive habitat areas through avoidance, on-site mitigation, and off-site mitigation.
4-P-3A	Protect special status species and supporting habitats. As part of the development and environmental review process, site-specific biological resource assessments may be required to consider the impacts with appropriate mitigation measures to reduce impacts to sensitive habitats and special status species.
4-P-6	Improve air quality through required planting of trees along streets and within parks and retaining trees and plants along the river and creek corridors.
4-P-16	Require individual projects to include construction specifications to reduce air-combustion emissions.
<b>Mobility</b>	
5-P-4	New development may require construction of off-site mobility improvements to complete appropriate links for connecting the proposed development with existing neighborhoods and land uses.
5-P-5	Consider on overall mobility and travel by multiple travel modes when evaluating transportation impacts.
5-P-10	Maintain an intersection level of service (LOS) D or better for motor vehicles due to traffic from any development project. A lower Level of Service may be deemed acceptable, by the City, in specified instances.
5-P-11	Require proposed development to assist in the funding and construction of the identified improvements: Caulfield Lane extension to Petaluma.
5-P-19	All new and redesigned streets shall be bicycle and pedestrian friendly in design.
5-P-20	Ensure that new development provides connections to existing and proposed bicycle facilities.
5-P-23	Require the provision of pedestrian site access for all new development.
5-P-26	Require all new development along the river to permit travel to the river.
5-P-50	Maintain the Northwestern Pacific Railroad (SMART) corridor and ensure that any future projects adjacent to or near the rail corridor be planned with safety, especially with regard to pedestrian and vehicle circulation.
<b>Recreation &amp; Parks</b>	
6-P-1	Develop parkland and recreational facilities where new growth is proposed to meet the standards of required park acreage.
6-P-2-A	Provide public access and recreational opportunities along the length of the Petaluma River, to every extent possible.
6-P-7	Neighborhood parks shall be donated, constructed, and maintained within developing properties.
6-P-18	Development adjacent to designated trails corridors shall be required to install and maintain the publicly owned and accessible trail, in perpetuity.
<b>Community Services, Facilities &amp; Education</b>	
7-P-19-B	Ensure that transportation improvements are provided for additional development so as not to adversely impact emergency response times.

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**TABLE 1-2: Central Petaluma Specific Plan and  
General Plan 2025 Policies Applicable to Project**

<b>Water Resources</b>	
8-P-7	Limit the provision of potable water service to lands within the Urban Growth Boundary.
8-P-30	Within a 200' setback from centerline of the Petaluma River, within the UGB, no additional development shall be permitted on lands within that 400' wide corridor.
8-P-38	All development activities shall be constructed and maintained in accordance with Phase 2 National Pollutant Discharge Elimination System (NPDES) permit requirements.
8-P-39	Consider, to the extent practicable, requiring sustainable site design practices regarding water quality.
<b>Health and Safety</b>	
10-P-1A	Minimize risks of property damage and personal injury posed by natural hazards. Require geotechnical studies prior to development approval in geologic and/or seismic hazard areas.
10-P-3A-B	Incorporate noise considerations into land use planning decisions. Discourage location of new noise-sensitive uses, primarily homes, in areas with projected noise levels greater than 65 dB CNEL, and where uses are permitted, require incorporation of mitigation to ensure that interior noise levels do not exceed 45 dB CNEL.
10-P-3D	Require control of noise or mitigation measures for noise-emitting construction equipment or activity.
10-P-3E	As part of development review, use Land Use Compatibility Standards Figure to determine acceptable uses and installation requirements in noise-impacted areas.