

  
**STEVEN J. LAFRANCHI & ASSOCIATES, INC.**  
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December 4, 2023

**Via Energov and Email**

City of Petaluma  
11 English Street  
Petaluma, CA 94952

Attention: Larissa Alchin

Subject: **Tentative Parcel Map  
Lands of Property Owls LLC**  
23, 25, 27 Berger Lane  
Petaluma, California  
APN 150-043-018  
**PLPM-2023-0002**  
**3rd Submittal**

Attached PDFs:

1. Berger Lane Improvements-Initial TPM Submittal
2. Berger Lane Improvement-SJLA Response with Expanded Width
3. Berger lane Improvements-City Email with Draft Conditions of Approval
4. Berger Lane Improvements-SJLA City Design
5. Berger Lane Improvements-SJLA Alternate Design
6. Berger Lane Improvements-SJLA Turnout

Dear Larissa,

The purpose of this submittal is to provide the City with background and supporting graphics as related to the proposed Berger Lane improvements for the Tentative Parcel Map conditional approval.

Tentative Parcel Map Submittal: On June 22, 2023 the initial application was submitted by SJLA proposing the 3-way land division. The Berger Lane frontage improvements being proposed at that time were consistent with the residential grading permits for 23, 25 and 27 Berger Lane as of that date. See attached No. 1.

Tentative Parcel Map Responses: On July 26<sup>th</sup>, SJLA received a letter of incomplete application from the City. On August 16<sup>th</sup>, SJLA resubmitted a graphics and text package responding to the City comments. There were no comments and therefore no response related to the Berger Lane frontage improvements. Beginning on September 26<sup>th</sup> a series of email exchanges were started between the City and SJLA ranging from verifying the Berger Lane right of way width to expanding the frontage improvements. As related to the frontage improvements, a question was posed as how to make findings for the land division where the proposed improvements would be less than one-half of a public residential street. On October 3<sup>rd</sup>, SJLA responded with a revised Berger Lane frontage improvement graphic. The graphic depicts an added paving strip along the project frontage, an increase in width of the traveled

way to 10 feet (project side) of the right of way centerline. This was put together with language from the municipal code on the required the findings and procedures for a lesser standard with a list of projects where lesser standards had been approved. See attached No. 2

City Response: After internal meetings that included the Fire Department, the City responded on November 7th with a list of draft conditions of approval requiring that a 14-foot-wide street from the right of way centerline along the property frontage and a composite width of 20-feet of paving from the project to Magnolia Avenue be constructed as part of the land division approval. See attached No. 3

#### SJLA Responses:

City Design: Upon reviewing the draft conditions, based on our very high-level assessment, we identified potential problems with the proposed construction the City was conditioning. However, we determined that it would be critical for the benefit of the City and the public to attempt a more in-depth design, applying the conditions as provided, to either determine it could be implemented or demonstrate that there were existing conditions that would make the construction impracticable. This design effort was prepared with the following outcome. There are two constraint areas where construction would create access and tree preservation problems. With a proposed street width of 14 feet with a maximum allowable cross-slope of 5%, a 1-to-2-foot fill at the street shoulder edge would occur. This increased elevation at the existing driveway entrances to 25 and 27 Berger Lane would create such adverse slopes making access impossible. There is not enough distance on the existing driveway from the street to the existing garages to create a drivable slope. The other issue is related to the protected trees along the property in front of the residences on 25 and 27 Berger Lane. The above-mentioned fill conditions, locations of a potential retaining wall to make of the elevation change, excessive fill over tree root zones and extensive pruning to obtain required vehicle clearance either required the removal of trees or placed the remaining in a state of jeopardy for survival. See attached Nos. 4 and 5

SJLA Alternate Design: In lieu of the City street design, an alternate street design along the project frontage was designed to eliminate the identified constraints noted above but allowing for a 20-foot-wide street width of asphalt concrete and shoulder with a structural section enabling the support for a city fire vehicle. The design maintains the existing driveways and culverts on the opposite side of the street but also requires significant grading and a partial re-alignment of the roadside ditch within the public right of way. On November 16th a Team's Meeting was held with City Staff to review the two designs and provide information on how they were developed and the findings. It was our opinion that there was initial support from the City for the alternate design subject to further review. See attached Nos. 4 and 5

#### SJLA Turnout Design:

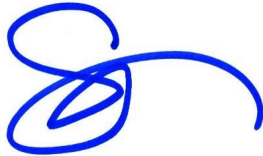
During the above-mentioned meeting, the condition requiring the composite 20-foot width of paving from the project to Magnolia Avenue was discussed. After exchanging thoughts and ideas on this matter, it was determined that SJLA would review the existing street conditions in this area, assess the constraints and opportunities then provide a potential solution to meet the City condition. Upon review of the existing conditions including the width of the asphalt concrete, locations of trees, drainage ditches and driveway a potential high-level design was developed. Given the site conditions, a turnout was proposed based on State and County "Fire Safe Standards" in an area where the pavement was narrow but there was sufficient room where a fire engine and vehicle could safely pass. With this potential design in place, a site meeting was held on November 29th. The meeting was attended by Jeff Schach and Jessica Power (Fire), Kent Carothers (Public Works) Tiffany Robbe (Planning) and Lizzie Anderson (Owner). The turnout along with other options were discussed related to this matter along with a review of the proposed frontage improvements discussed at the November 16<sup>th</sup> Team's meeting. These discussions included potential actions where Public Works would perform some maintenance

work on Berger Lane where it intersects with Magnolia Avenue. Also, a shifting of the “approved master and encroachment permit” location for the fire hydrant at the northwesterly corner of the property onto the property (with a public easement) to allow for a greater street width at this location. All parties left the in agreement, subject to further review, the proposed designs were meeting the intent of the conditions by the City. See attached No. 6

In summary, we are requesting the alternate street frontage and turnout designs be accepted. The conditions of approval for the land division would include language for the formal improvement plans based on the proposed design.

Thank you for your attention to this matter. Please get back to me with any questions and let me know if you would like to schedule a meeting to review the submitted materials.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'S' followed by a horizontal line that loops back under the 'S'.

Steven J. Lafranchi, P.E., P.L.S.  
President

Cc: Tiffany Robbe  
Kent Carothers  
Jeff Schach  
Jessica Power  
Lizzie Anderson  
Mike Quigley  
Rick Brereton