

## Responses to Council Questions and Comments

12/16/2024

### **Item #10: Certify a Final Environmental Impact Report (Final EIR), Adopt Findings of Fact and a Statement of Overriding Considerations, and Adopt the Mitigation Monitoring and Reporting Program (MMRP) for the Creekwood Housing Development Project at 270 and 280 Casa Grande Road; APN(s): 017-040-051 and 017-040-016. City Record No. PLSR-2021-003**

- **Question:** This week showed significant creek flow at this development. What does this week's storm tell us about our "projections" or models? Does the data in the staff reports accurately reflect the real conditions?
  - **Response:** Staff observed that the property did not experience significant flooding during the most recent storm. However, this storm did not reach the 100-year storm threshold, which aligns with the model predictions. This week's storm impacts are not inconsistent with what we would expect from the models. The Project's hydrology modeling was conducted by West Consultants in the September 2023 Creekwood Condominium Project Hydraulic Assessment (Appendix E to the DEIR). The Project, including the bridge, as proposed, does not result in hydrologic modification to Adobe Creek that would substantially alter the surface flood elevations or result in flooding upstream or downstream.
- **Question:** Is there a way to put in place some parking restrictions in the adjoining neighborhoods like they do in SR? Can we keep the new residents' cars out of the neighboring streets?
  - **Response:** The City has residential parking permit programs administered by the Finance Department and enforced by the Police Department. Establishing of Residential Parking Permit areas are subject to Council approval (see [Petaluma Municipal Code 11.44.140](#) for more information). Currently, there are two such programs and while in place, they are not actively utilized nor necessary based on the existing conditions. These programs were established for two neighborhoods near the SRJC campus, which were impacted by students parking off-campus to avoid parking fees. The City also has issued permits to a specific residence in areas where parking in front of their home is regulated by timed parking zones and a permit can be issued to the homeowner exempting them from the time requirements.

Generally, residential parking permits are intended to restrict parking from non-residents parking in a specific area. Recently, there were considerations in the Midtown neighborhood following the development of the Downtown SMART Train Station and more recently with the Howard Street neighborhood due to Crooked Goat patrons. In both those situations residential parking permit program were not implemented.

Staff's experience has been that residential parking permits address one issue but also tend to create other unintended consequences. Some examples deal

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with the equity of how many parking permits should be granted for a specific household, challenges with visitors and guests, and often difficulties in enforcement.

Staff discourages a residential parking permit program that is proposed specifically to parking of other community members in an area where they are utilizing the public right of way in accordance with our existing parking regulations. Approving such a program could lead to a cascading approach of restricting and limiting neighborhood parking. It is also important to recognize the role of active transportation, walkability, and sustainable transportation in addressing parking concerns and promoting and supporting the use of alternative transportation methods, aligning with the city's long-term goals for sustainability and accessibility.

City staff have and will continue to work with specific neighborhoods to analyze and evaluate impacts on parking if being affected by other factors such as those previously mentioned. Additionally, city staff are continuing to evaluate a variety of different parking policy and regulation related topics for consideration of adoption, with one potentially being regulations specific to RVs, boats, and trailers. These oversized vehicles often are parked or at times essentially stored on roadways by registered owners significantly impacting residential parking availability and at times creating traffic safety concerns due to visual obstructions.

Developments seeking additional parking restrictions also have the option of electing to maintain their rights-of-way as private property, thereby retaining full control over parking within their boundaries. This is the case the Adobe Creek/Falcon Ridge Drive subdivision.

Staff does not recommend implementing a residential parking permit program for the Creekwood development or adjoining neighborhoods. The Police Department can respond to any complaints that arise and evaluated the effectiveness of our current parking regulations, potentially proposed regulations, and determine if alternative programs such as this should be considered at that time. Implementing such a program at this time seems premature.

- **Question:** Is it possible to keep the bridge in the project, but not build it until new houses in Creekwood project are built and residents can also weigh in?
  - **Response:** The bridge is proposed as part of the development project, and the development project's CEQA review evaluates potential environmental impacts

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resulting from its construction. However, the bridge's inclusion does not substantially affect the project's CEQA analyses related to VMT, air quality, greenhouse gases, etc. Consideration to delay the bridge component could have several immediate implications:

- Bridge construction after tenancy may increase project costs, potentially affecting development viability.
- Bridge construction after tenancy would result in noise and disruption for property owners. Recognizing this, property owners may object to the bridge not because of connectivity, wellness, and recreation factors but because they don't want to endure disruption from construction.
- Physical limitation in bringing in the prefab bridge following buildout of the subdivision.

Other essential factors that have broader implications and should be considered include:

- In the December 16, 2024, City Council staff report for the FEIR meeting item, the Planning and Design Considerations section states that "Construction of a pedestrian bridge over Adobe Creek represents a community benefit as it creates a more walkable, healthy, and sustainable community." It identifies nine (09) General Plan, Bicycle & Pedestrian Master Plan, or Citywide Goals and Priorities to be achieved through bridge implementation. While it will serve the immediate neighborhood, the greater community will also benefit from access to increased connections that tie into the existing and planned citywide trails. The Council should consider the bridge in the context of the greater community as opposed to an amenity just for the immediate neighbors.
- The purpose of adopted plans and policies is to codify City leaders' vision and goals for future community development. Review authorities are charged with reviewing project proposals for consistency with these adopted goals and policies, and the Planning discretionary review process provides for community input during the review process. These multiple opportunities for public review and input through the environmental review process have already been provided, which may include future residents of the new subdivision (similar to how several Mekenna residents relocated from other parts of Petaluma).
- Further, public input will be allowed through the subsequent SPAR review process before PC. Council should consider the overall public benefit of the bridge and that it would be constructed by the applicant, the

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opportunity for which would likely be lost as there are in the event that SPAR is appealed, it will come to Council for consideration. Staff does not advise waiting on the subdivision to be fully built and then going through a subsequent review process. Council should consider the overall public benefit of the bridge and that it would be constructed by the applicant, the opportunity for which would likely be lost as there is limited mechanisms to condition projects following issuance of occupancy.

- **Question:** Could the current path/trail on both sides receive some upgrades?
  - **Response:** Adobe Creek Trail is not currently in our CIP for robust improvements, such as paving, but there may be opportunities to make minor improvements using our PW crews.

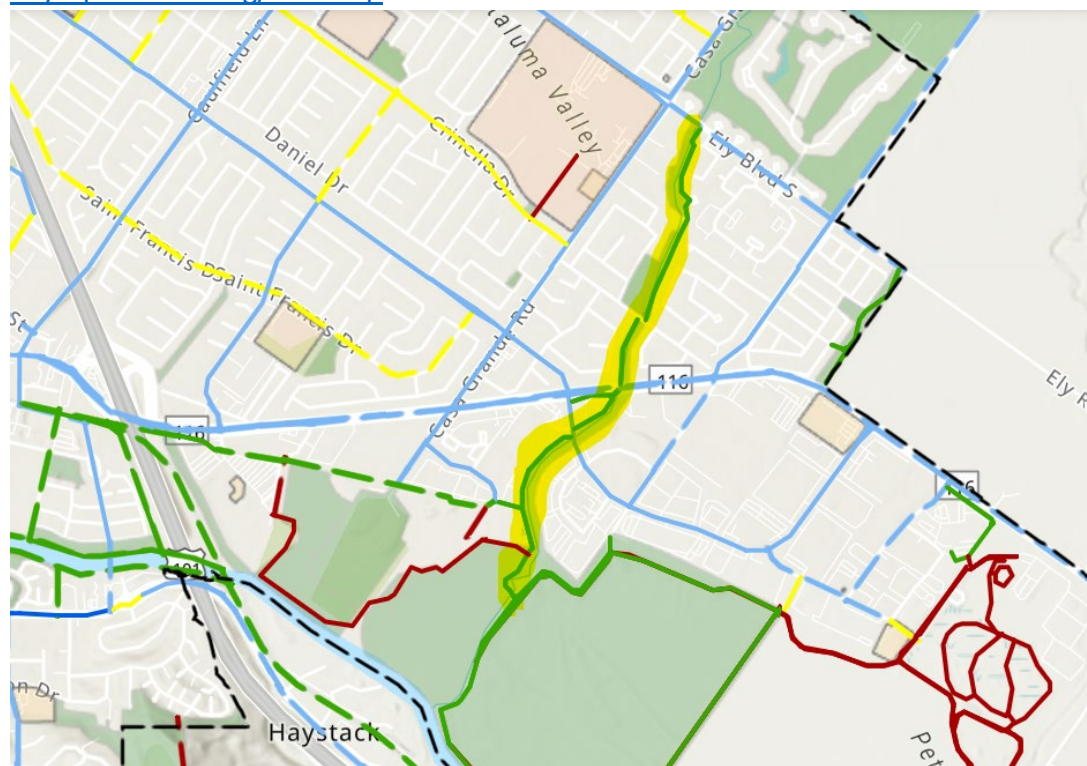
The primary feedback we hear about Adobe Creek Trail is the desire for an undercrossing (probably not feasible) or signalized crossing (subject to Caltrans approval) at Lakeville Highway. Adobe Creek Trail has immense potential but is limited by the lack of a crossing at Lakeville Highway. It would feed directly into Shollenberger Park and will be an amazing connection for the southeast neighborhoods, especially once the PIPS and River Trail projects are complete.
- **Question:** Who maintains Adobe Creek? Who maintains the trail going west on the Southside of the proposed bridge?
  - **Response:** The segment of Adobe Creek adjacent to the Project site is owned and maintained by the City. Sonoma Water also has maintenance authority over segments of Adobe Creek. The existing path within the McKenna subdivision is owned and maintained by the HOA. The existing path on the Spyglass side of Adobe Creek is owned and maintained by the City.
- **Question:** How many trees will be replanted to off set those removed? Where will those trees be replanted?
  - **Response:** The project would require the permanent removal of 31 trees, including seven unprotected trees outside the riparian dripline and 24 trees that are designated as protected by IZO Section 17.040. The 24 protected trees that would require permanent removal are generally located within the alignment of the proposed off-site bridge, within the City-owned parcel associated with the Creek. In addition, tree #'s 30, 31, 53, 64, and 72 are protected trees (2 buckeyes, 2 red willows, and 1 Oregon ash) located in proximity to the off-site bridge and are not proposed for removal but would be subject to pruning as part of the installation of the bridge connection and proposed outfall structures.

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In accordance with IZO Section 17.060, the removal, cutting down, or otherwise destruction of a protected tree requires a Tree Removal Permit issued by the City of Petaluma Community Development Department. All other trees in on-site areas and along the riparian corridor would be retained and protected in place during construction. The project includes the planting of 73 new trees for the purposes of mitigating project impacts to protected trees, in accordance with IZO Section 17.065. Replacement trees are concentrated along the riparian corridor, multi-use pathway, and around the bioretention basins. The Tree Removal Permit will be considered in conjunction with SPAR by the Planning Commission.

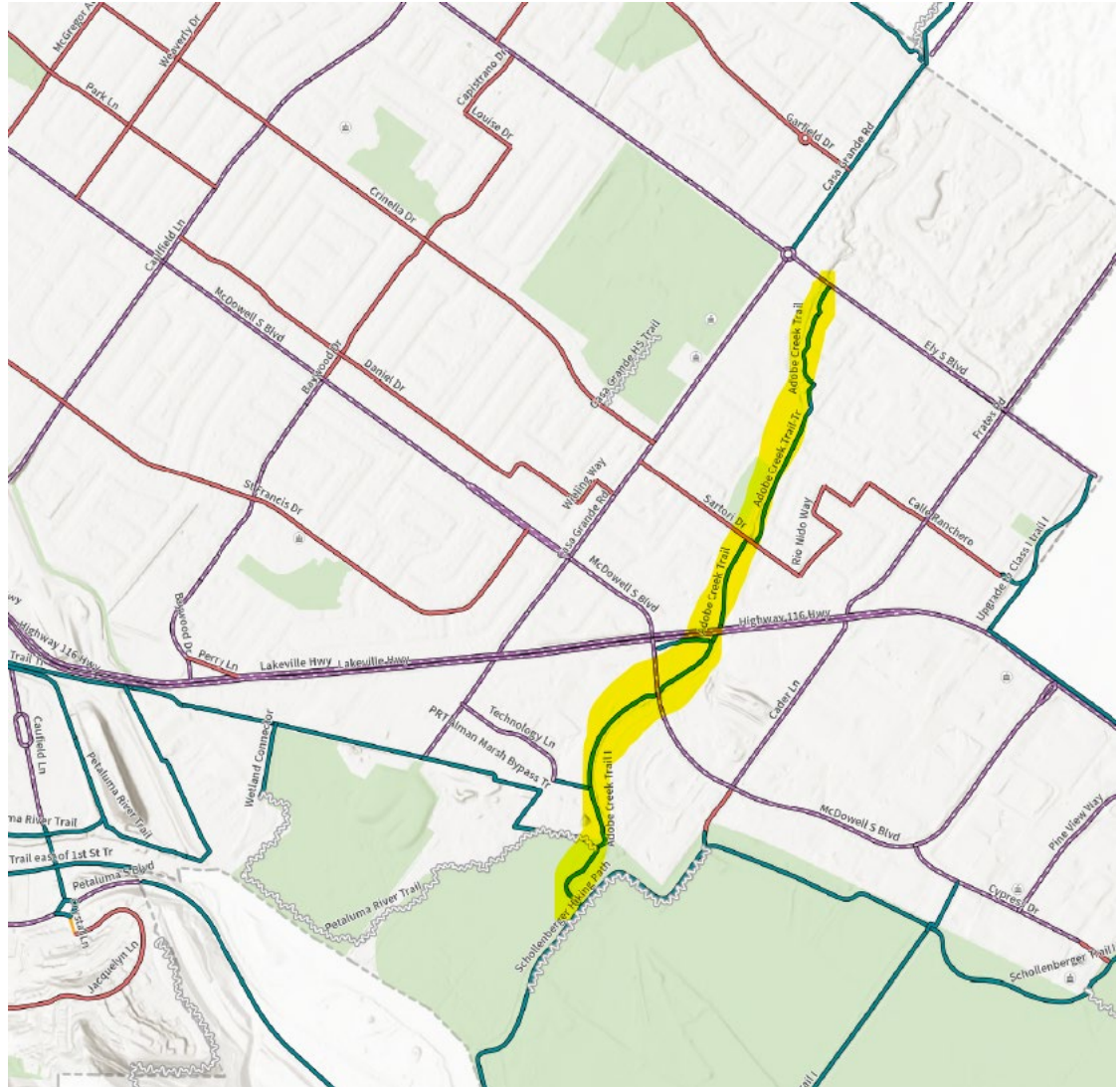
- **Question:** Can the map of the (ATP) Active Transportation Plan showing the connection from the proposed bridge and how it connects to Lakeville, then the proposed bike and pedestrian trail to Ellis Creek be provided?
  - **Response:** Screenshot from 2008 Bicycle & Pedestrian Master Plan (Adobe Creek Trail highlighted) below. Interactive map with legend available at [cityofpetaluma.org/bikemap](http://cityofpetaluma.org/bikemap)



Screenshot from draft bikeway network under development for Active Transportation Plan (Adobe Creek Trail highlighted) below. Full PDF available here: <https://cityofpetaluma.primegov.com/Portal/viewer?id=0&type=7&uid=f77c177e-d0f8-4b3b-868b-f4ffe1a93e6c>

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- **Question:** When will Casa Grande Road improvements/reconstruction begin?
  - **Response:** Casa Grande Road is slated for pavement reconstruction in FY2026/27 in our recently-adopted 5-Year Paving Plan.