

Rovina Lane Apartment Project

Win Aye [REDACTED]

Fri 8/18/2023 11:33 AM

To: Janusek, Mike <mjanusek@cityofpetaluma.org>; kmcdonnel@cityofpetaluma.org <kmcdonnel@cityofpetaluma.org>

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Hello Senior Planner Janusek and Mayor McDonnel,

I would like to voice my thoughts and concerns regarding the planned Rovina Lane Apartment Project. As a fifteen year old who has lived in Petaluma for almost my entire life, I feel a great connection to my neighborhood. However, my family, several of our neighbors, and I believe that the Rovina Lane Apartment Project would negatively affect our community. There are several reasons why we feel this way regarding this development, and I would like to acknowledge two prominent ones below.

Firstly, this development would greatly increase the congestion in our neighborhood. With recent construction in the KB home area, our neighborhood is starting to get quite crowded. This will only be exacerbated by the possibility of over 100 more people living in the apartments. In turn, this would lead to more cars in the area, resulting in more automobile traffic and noise pollution. The new development and the crowd it brings may make even simple things such as backing out of one's driveway more difficult and dangerous.

Secondly, the apartments may have a negative impact on the aesthetics and promotional value of houses in this community. We feel that their plans are bulky and intrusive, not to mention the fact that they will almost certainly ruin the view over Petaluma that many of us enjoy. The addition of this development to our neighborhood would potentially make houses in the area less appealing for sale, creating problems for those who want to move. The Rovina Lane Apartment Project will diminish the value of our homes, not only for us, but for potential homeowners as well.

We understand why affordable housing is so important; however, the potential drawbacks to the Rovina Lane Apartment Project outweigh the benefits. Our little neighborhood is not ready for this massive development and the consequences it brings.

Win Aye & the Aye Family

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STEPHEN K. BUTLER
(1952-2023)

January 18, 2024

VIA EMAIL AND U.S. MAIL
atrippel@cityofpetaluma.org

Andrew Trippel, Planning Manager
City of Petaluma Planning Division
11 English Street
Petaluma, CA 94952

Re: *Proposed Rovina Lane Apartments Project*

Dear Mr. Trippel:

As you may recall, my office represents many residents in the vicinity of the proposed Rovina Lane Apartments, including several who immediately abut the proposed development. They have asked me to provide input on the details of the project, particularly regarding the increased wildfire and public safety risk.

My clients and I are aware of the constraints posed by the State's density bonus laws. While we disagree with the mandates imposed by Sacramento and the zealotry of members of the Legislature from San Francisco and other urban environments, we are confident your office will impose conditions on any such project that acknowledge the existing extreme density in the neighborhood and risk to the public posed by even more units without adequate fire safety measures. The mandates imposed by Sacramento are particularly troubling given that no provision has been made for additional fire and police crews to service additional residents, nor to outfit emergency vehicles to navigate the rabbit warren of streets in the vicinity of the proposed project.

My clients are concerned that the proposed project does not adequately account for existing fire risks, nor does it consider the increased risk posed by the project itself. The proposed project currently consists of 33 apartments of various sizes (1, 2 and 3-bedroom), which will likely constitute more than 90 bedrooms. The lot is one acre large and is sited at the end of Rovina "Lane," which is hardly larger than an alleyway.

Due to the potential fire risks, I have reached out to Chief Jeff Schach of the Petaluma Fire Department. Chief Schach informed me that, after receiving numerous emails from residents in the area, he has personally made a visit to the project site and has also consulted with the Petaluma City Emergency Manager and County Fire Marshal. He informed me that "all aspects

of fire protection systems, emergency access/egress, evacuation planning, etc. will be thoroughly evaluated in the application review process.” We appreciate the City’s response, and offer the following comments to guide the City’s review of the project pursuant to the California Environmental Quality Act:

The Rovina Lane Development (hereinafter “Project”) is not exempted from CEQA review as a ministerial project under SB 330 guidelines. The developer, Pacific West Communities (hereinafter “Pacific”), does not appear to have undertaken the task of completing an Environmental Impact Report, Negative Declaration, or Mitigated Negative Declaration. While they currently have submitted a Biological Resources Due Diligence and Wetland Assessment, and an Archaeological Resources Findings Memorandum, there has been nothing of substance completed by either Pacific or the City itself. The Project must be evaluated for all environmental impacts, including those fire risks posed by the additional density, population, and vehicles.

The most pressing issue surrounding this Project is the fire risk hazard. California has experienced an increasing number of wildfires, more deadly and destructive than ever, in recent years. These wildfires will continue to occur as our climate shifts dramatically. Our job, as inhabitants of this beautiful land, is to make it as safe as possible. One of the easiest and most significant ways we can do that is through proper construction of new developments and fire hardening of the structures that are already in existence.

Admittedly, the vacant plot that will be utilized for the Project is not an area that is designated as a high fire safety hazard by the Department of Forestry and Fire Protection. However, the area surrounding the Project is in what is considered a “high fire hazard risk zone.” That, in and of itself, is a cause for concern. Not only is the developer asking for 16 multi-family units to be built, but they are also asking for a density bonus. This bonus would take the number of units from 16 to 34. The original number of units in a relatively small space is already a concern but the larger number of units takes that up another notch. Under the proposed 1–3-bedroom units, the Project will introduce a *minimum* of 66 residents living at this site, all of whom deserve to live in a safe environment.

The Project introduces not only a larger population but the increased need for safe and effective evacuation routes. The developer has not provided any information about the impact of the Project on ingress or egress routes for emergency personnel or if there are any additional concerns regarding evacuation of residents if necessary. Simply put, more people means more traffic and longer, more dangerous evacuations.

The neighborhood the Project will be constructed in is a close-knit community. Many of the neighbors that are banding together to request a more stringent CEQA review have lived in the area for decades. Their only aim with this letter is to bring attention to a potentially dangerous situation that can be entirely prevented. It is better to address the concerns now, before

construction is begun or undertaken, rather than to deal with potentially disastrous consequences in the future.

Attorney General Bonta's memorandum, *Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects under the California Environmental Quality Act*, a copy of which is enclosed for your reference, is instructive here. To summarize it most clearly, the risk of harm to humans, animals, and the land is more important than the rapid development of new projects. The neighbors of Rovina Lane do not want to stop the development of low-income housing; they understand the importance of such a project. However, they want to make the development safe for both new and long-time residents. In essence, preventative mitigation is key.

As such, the following factors should be emphasized and considered strongly while the Project is undergoing CEQA review:

1. Preparation of an Environmental Impact Report, Negative Declaration or Mitigated Negative Declaration.
2. Strict analysis of "any significant environmental effects that the Project might cause or risk exacerbating by bringing development and people onto the area affected."
3. What fire hardening risks are going to be undertaken and how significant their impact will be.
4. The City should address whether the Project would:
 - a. Substantially impair adopted emergency response plans, such as ingress and egress of emergency response vehicles.
 - b. Determine whether the natural landscape has wildfire risks exacerbated and thereby potentially expose Project occupants to unacceptable pollutant concentrations.
 - c. Require installation or maintenance of associated infrastructure that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment.
 - d. Expose people or structures to significant risks of harm.

There are a few mitigation tasks that our clients propose as well:

5. Creation of buffer zones and defensible space within and adjacent to the development with particular attention to ensuring that vegetation will not touch structures or overhand roofs.

Andrew Trippel, Planning Manager
City of Petaluma Planning Division
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6. Fire hardening structures and homes – upgrading the building materials and installation techniques to increase the structure’s resistance to heat, flames, and embers – beyond what is required in the applicable building codes both for new and existing structures in proximity to the new development.
7. Construction of additional points of ingress and egress and modification of evacuation routes to minimize or avoid increasing evacuation times or emergency access response times.

We respectfully request that these environmental issues be reviewed in order to keep current and future residents of this neighborhood safe. My clients and I look forward to working with you to ensure the continued sustainability of beautiful Petaluma.

Thank you for all you do for our community.

Sincerely,



ERIN B. CARLSTROM

/ebc

enclosure

c: Mike Janusek, Senior Planner *(via email)*

City of Petaluma Planning Division

Eric Danly, Petaluma City Attorney *(via email)*

clients



State of California
Office of the Attorney General

ROB BONTA
ATTORNEY GENERAL

**Best Practices for Analyzing and Mitigating Wildfire Impacts of
Development Projects Under the California Environmental Quality Act**

I. Introduction

Wildfires are part of California's present, and with the effects of climate change, an increasing part of our future. Development in fire-prone areas increases the likelihood that more destructive fires will ignite, fire-fighting resources will be taxed, more habitat and people will be put in harm's way or displaced, and more structures will burn. It is therefore imperative that local jurisdictions making decisions to approve new developments carefully consider wildfire impacts as part of the environmental review process, plan where best to place new development, and mitigate wildfire impacts to the extent feasible.

This guidance is designed to help lead agencies¹ comply with the California Environmental Quality Act, Public Resources Code, section 21000 et seq. (CEQA), when considering whether to approve projects in wildfire-prone areas. These areas are often in the wildland-urban interface, generally defined as the area where the built environment meets or intermingles with the natural environment.² The California Department of Forestry and Fire Protection (CAL FIRE) has classified lands based on fire hazard, the highest being those classified as high or very high fire hazard severity zones. It has also identified areas where the State (as opposed to a local agency) has responsibility for fire-fighting.³ Particularly in these high-risk areas, but also throughout the

¹ Lead agencies are any public agencies with "principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." (Pub. Resources Code, § 21067.)

² CAL FIRE has published an instructive map on the wildland-urban interface in California: https://frap.fire.ca.gov/media/10300/wui_19_ada.pdf. The wildland-urban interface is defined differently by different agencies for different purposes, but the most widely used definition for wildfire purposes include the intermix and interface areas mapped by Radeloff et al. 2005, 2018. See Volker C. Radeloff, et al., *Rapid Growth of the US Wildland-Urban Interface Raises Wildfire Risk*. PROCEEDINGS OF THE NATIONAL ACADEMY OF SCIENCES USA, 115(13):3314-3319 (2018), available at <https://www.pnas.org/doi/10.1073/pnas.1718850115>.

³ See <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>. Note that areas mapped by CAL FIRE as high or very high fire hazard are not always coextensive with the wildland-urban interface. In addition, CAL FIRE's maps are currently in the process of being updated and lead agencies should consult with CAL

wildland-urban interface, wildfire risks must be considered during the environmental review process for individual development projects.

This guidance provides suggestions for how best to comply with CEQA when analyzing and mitigating a proposed project's impacts on wildfire ignition risk, emergency access, and evacuation.⁴ This guidance is aimed at proposed development projects, such as residential, recreational, or commercial developments.⁵ The extent to which it applies will inherently vary by project, based on project design and location. This document does not impose additional requirements on local governments or alter any applicable laws or regulations. Rather, it is intended to provide guidance on some of the issues, alternatives, and mitigation measures that should be considered during the environmental review process. This guidance is based on the Office of the Attorney General's experience reviewing, commenting on, and litigating CEQA documents for projects in high wildfire prone areas, and is intended to assist lead agencies with their planning and approval of future projects. The guidance reflects current requirements and conditions and may need to be updated as changes occur.

II. Background

Although wildfires are and have been an important natural process throughout California's history, recent changes in fire frequency, intensity, and location are posing increasing threats to the residents and environment of California. More acres of California have burned in the past decade than in the previous 90 years⁶ and eight of the State's ten largest fires since 1932 have occurred in the last decade.⁷ While lightning is a common cause of some of the State's largest

FIRE before relying on the classifications listed on this map. CAL FIRE's list of state responsibility areas (defined as areas where the State of California, as opposed to a local agency, is financially responsible for prevention and suppression of wildfires) can be found at: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1>. Each county should have a map of the very high or high fire hazard severity zones in its jurisdiction, and they are also included on the CAL FIRE zone map: <https://egis.fire.ca.gov/FHSZ/>.

⁴ Readers who want to determine their legal obligations under CEQA should consult their own attorney for legal advice.

⁵ This guidance is not intended to apply to state and local agency fire management activities, such as prescribed burns, approval of vegetation management plans to reduce wildfire risk, and review of timber harvesting plans.

⁶ CAL FIRE, Top 20 Largest California Wildfires (Jan. 13, 2022), available at https://www.fire.ca.gov/media/4jandlhh/top20_acres.pdf. See also Hugh D. Safford et al., *The 2020 California Fire Season: A Year Like No Other, a Return to the Past or a Harbinger of the Future?* (Apr. 17, 2022) GLOBAL ECOLOGY AND BIOGEOGRAPHY, available at <https://onlinelibrary.wiley.com/doi/10.1111/geb.13498?af=R>.

⁷ Paul Rogers, *Map: 1 of Every 8 acres in California has Burned in the Last 10 Years. Here's Where the Biggest Fires Spread—and are Burning Now*, Mercury News (Sept. 29, 2021), available at <https://www.mercurynews.com/2021/09/29/top-10-california-wildfires-megafires-map/>. Notably, the large fires of late are not unprecedented in the State's history with similarly large fires occurring specifically during the 1920s. See Jon E. Keeley & Alexandra D. Syphard, *Large California Wildfires: 2020*

fires, in recent years, many of the State's most destructive fires have been caused by human activity, such as downed powerlines or electrical sources associated with residential development or industrial facilities.⁸

Wildfires can have dramatic, adverse ecological impacts. Frequent wildfires can result in habitat loss and fragmentation, shifts in vegetative compositions, reductions in small mammal populations, and accelerated loss of predatory species.⁹ Wildfire can also have adverse impacts on erosion and water quality. During active burning, ash and associated contaminants can enter water supplies. Later, after large burns, rainstorms can flush vast amounts of sediment from exposed soils into those same water supplies.¹⁰

Wildfires also have tragic consequences for California's residents. Since 2010, wildfires have killed nearly 150 people in California¹¹ and, since 2005, wildfires have destroyed over 97,000 structures,¹² requiring mass evacuations and exacerbating the State's already-pressing need for more housing. In addition, wildfire smoke is unhealthy to breathe and is a public health concern.¹³ Further, wildfire losses are not experienced equally. Lower-income households are more likely to lose all of their assets and less likely to have adequate insurance to cover their losses.¹⁴ Meanwhile, the costs of wildfire suppression and resiliency have become significant. In

Fires in Historical Context (Aug. 25, 2021) FIRE ECOLOGY, available at <https://fireecology.springeropen.com/articles/10.1186/s42408-021-00110-7>.

⁸ See CAL FIRE, Top 20 Largest California Wildfires (Jan. 13, 2022), available at https://www.fire.ca.gov/media/4jandlhh/top20_acres.pdf; CalFire, Top 20 Most Destructive California Wildfires (Jan. 13, 2022), available at https://www.fire.ca.gov/media/t1rdhizr/top20_destruction.pdf.

⁹ See Alexandra D. Syphard, et al., *Human Influence on California Fire Regimes*. ECOLOGICAL APPLICATION 17:1388-1402 (2007).

¹⁰ United States Environmental Protection Agency, Wildfires: How do They Affect Our Water Supplies? (Aug. 13, 2019), available at <https://www.epa.gov/sciencematters/wildfires-how-do-they-affect-our-water-supplies#:~:text=Vegetation%20that%20holds%20soil%20in,%2C%20rivers%2C%20and%20downstream%20reservoirs>.

¹¹ CAL FIRE, Top Deadliest California Wildfires (Oct. 22, 2021), available at https://www.fire.ca.gov/media/lbfd0m2f/top20_deadliest.pdf.

¹² Headwaters Economics, Wildfires Destroy thousands of structures each year (Nov. 2020, updated Aug. 2022), available at <https://headwaterseconomics.org/natural-hazards/structures-destroyed-by-wildfire/>.

¹³ See Kurtis Alexander, *California Ranks Worst in Nation for Air Pollution Because of Wildfire Smoke*, S.F. Chronicle (June 23, 2022), available at <https://www.sfchronicle.com/bayarea/article/california-air-quality-17259687.php>. See also Lora Kolodny, *The West Coast Is Suffering from Some of the Worst Air in the World — These Apps Show How Bad it Is*, CNBC (Sept. 13, 2020), available at <https://www.cnbc.com/2020/09/12/air-quality-apps-purpleair-airnow-iqair-essential-in-western-us.html>; and California Air Resources Board, *Protecting Yourself from Wildfire Smoke*, available at <https://ww2.arb.ca.gov/protecting-yourself-wildfire-smoke>.

¹⁴ California Council on Science and Technology, *The Costs of Wildfire in California* (Oct. 2020), at p. 69, available at <https://ccst.us/reports/the-costs-of-wildfire-in-california/>.

2021, the State invested \$1.5 billion in wildfire resiliency efforts, and the 2022-2023 budget includes an additional \$1.2 billion to support wildfire and forest resilience.¹⁵ The changing nature of wildfires, under various metrics—frequency, area burned, adverse ecological impacts, the number of Californians displaced—is a worsening crisis that will unfortunately be part of California’s future.¹⁶

As of 2010, about one-third of California’s housing units were located within the wildland-urban interface.¹⁷ Residential developments in the wildland-urban interface and other wildfire prone areas can significantly increase the risks of wildfires and the risk to public safety for several reasons. First, introducing more people—via additional development—into a flammable landscape increases the likelihood of: (1) a wildfire igniting due to the increased presence of people; and (2) the ignition becoming a wildfire because of the placement of homes amongst the flammable vegetation.¹⁸ Second, building housing units in the wildland-urban interface puts more people in harm’s way.¹⁹ Wildfires, particularly those that impact developments in relatively remote locations, may impede the evacuation of communities and emergency access, making it more difficult to ensure public safety and to limit, control, or extinguish wildfires. Finally, fires in remote locations require significant fire-fighting resources and mobilization of fire-fighters from all over the State—putting a major strain on the State’s fire-fighters and the State’s budget. Put simply, bringing more people into or near flammable wildlands leads to more frequent, intense, destructive, costly, and dangerous wildfires.²⁰

¹⁵ Gavin Newsom, California State Budget (2022-2023), at p. 61, available at <https://www.ebudget.ca.gov/FullBudgetSummary.pdf>; California State Budget, Budget Addendum (2021-2022), at p. 3, available at <https://www.ebudget.ca.gov/BudgetAddendum.pdf>.

¹⁶ See California Council on Science and Technology, *The Costs of Wildfire in California* (Oct. 2020), at p. 17, available at <https://ccst.us/reports/the-costs-of-wildfire-in-california/>.

¹⁷ Community Wildfire Planning Center, Land Use Planning Approaches in the Wildland-Urban Interface (Feb. 2021), at p. 7, available at https://www.communitywildfire.org/wp-content/uploads/2021/02/CWPC_Land-Use-WUI-Report_Final_2021.pdf; see also Heather Anu Kramer, et al., *High Wildfire Damage in Interface Communities in California* (2019) INTERNATIONAL JOURNAL OF WILDLAND FIRE, available at https://www.fs.usda.gov/nrs/pubs/jrnl/2019/nrs_2019_kramer_001.pdf. At the current rate of growth and under current growth patterns, it is anticipated that an additional 645,000 housing units will be developed in areas designated by CAL FIRE as very high fire hazard severity zones by 2050. Next 10, Rebuilding for a Resilient Recovery: Planning in California’s Wildland Urban Interface (June 2021), at p. 9, available at <https://www.next10.org/publications/rebuilding-resilient>.

¹⁸ See Alexandra D. Syphard, *Why Are so Many Structures Burning in California?* (2020) *Fremontia*, 47(2), at p. 29; Volker C. Radeloff, et al., *Rapid Growth of the US Wildland-Urban Interface Raises Wildfire Risk*. PROCEEDINGS OF THE NATIONAL ACADEMY OF SCIENCES USA, 115(13):3314-3319 (2018).

¹⁹ See Heather Anu Kramer, et al., *High Wildfire Damage in Interface Communities in California* (2019) International Journal of Wildland Fire, available at https://www.fs.usda.gov/nrs/pubs/jrnl/2019/nrs_2019_kramer_001.pdf; Volker C. Radeloff, et al., *Rapid growth of the US wildland-Urban interface raises wildfire risk*. PROCEEDINGS OF THE NATIONAL ACADEMY OF SCIENCES USA, 115(13):3314-3319 (2018).

²⁰ See Michael L. Mann, et al., *Incorporating Anthropogenic Influences into Fire Probability Models: Effects of Human Activity and Climate Change on Fire Activity in California* (Apr. 28, 2016) PLOS ONE

III. Wildfire and Land Use Planning

While this guidance is focused on best practices to disclose, analyze, and mitigate wildfire impacts in compliance with CEQA, it is important to note that general planning also provides a critical opportunity for local jurisdictions to think proactively about how to accommodate their housing and development needs while reducing the risks of wildfire.²¹ In the last ten years, new legislation has passed requiring local jurisdictions to consider wildfire risks in their general planning processes.²² The Governor’s Office of Planning and Research (OPR) recently published comprehensive guidance to help local agencies comply with these requirements.²³ We encourage local jurisdictions to consult this guidance and to thoughtfully plan for new development given the increasing risk of wildfires throughout the state.²⁴

11(4), available at <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0153589>; Alexandra D. Syphard, *Why Are so Many Structures Burning in California?* (2020) *FREMONTIA*, 47(2), at pp. 28-35, available at <https://pubs.er.usgs.gov/publication/70215982>; Alexandra D. Syphard, et al., *Land Use Planning and Wildfire: Development Policies Influence Future Probability of Housing Loss* (2013) *PLOS ONE*, available at <https://journals.plos.org/plosone/article/file?id=10.1371/journal.pone.0071708&type=printable>; see also Final Statement of Reasons for Regulatory Action re Amendments to the State CEQA Guidelines OAL Notice File No. Z-2018-0116-12 (“Statement of Reasons”), at p. 87, available at https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_Final_Statement_of%20Reasons_111218.pdf.

²¹ See Alexandra D. Syphard, *Why Are so Many Structures Burning in California?* (2020) *FREMONTIA*, 47(2), at p. 33, available at <https://pubs.er.usgs.gov/publication/70215982> [concluding that “the most effective strategy at reducing future structure loss would focus on reducing the extent of low-density housing via careful land planning decisions”].

²² See Sen Bill No. 1241 (2011-2012 Reg. Sess.), amending and/or adding Gov. Code, §§ 65302, subd. (g)(3), 65302.5, subd. (b), and 66474.02) [requiring local jurisdictions within state responsibility areas or very high fire hazard severity zones to address wildfire risk when updating their safety elements and to submit their draft updates to the State Board of Forestry and Fire Protection for review]; Sen. Bill No. 99 (2019-2020 Reg. Sess.), amending Gov. Code, § 65302, subd. (g)(5) [requiring updated safety elements to identify residential developments within hazard areas that do not have at least two evacuation routes]; Assem. Bill No. 747 (2019-2020 Reg. Sess.), adding Gov. Code, § 65302.15 [requiring local jurisdictions to update their safety element to address the capacity of evacuation routes under a range of various emergency scenarios]; Assem. Bill No. 1409 (2020-2021 Reg. Sess.), amending Gov. Code, § 65302.15 [requiring that safety elements identify locations where people can evacuate to].

²³ Governor’s Office of Planning and Research, *Fire Hazard Planning Technical Advisory, 2022 Update* (Aug. 2022), available at https://opr.ca.gov/docs/20220817-Fire_Hazard_Planning_TA.pdf; and *Wildland-Urban Interface Planning Guide: Examples and Best Practices for California Communities* (Aug. 2022), available at https://opr.ca.gov/docs/20220817-Complete_WUI_Planning_Guide.pdf.

²⁴ Local jurisdictions that have complied with their general planning obligations, including incorporating wildfire and evacuation planning considerations into their general plans, may benefit from streamlined CEQA requirements at the project approval level. If a development project is consistent with an updated general plan and an environmental impact report (EIR) was prepared for that plan, the CEQA review for the project may be limited to the parcel-specific impacts of the project or impacts that new information,

IV. Analyzing and Mitigating Wildfire Risk Impacts Under CEQA

A. CEQA's requirements for analyzing wildfire risks

CEQA requires local jurisdictions considering development projects to prepare an environmental impact report (EIR) or a mitigated negative declaration²⁵ if the project may potentially have a significant impact on the environment and is not otherwise exempt from CEQA.²⁶ Under CEQA, local jurisdictions may act as lead agencies with responsibility for preparing the EIR (or other CEQA document), or as responsible agencies relying on an EIR prepared by a lead agency. CEQA provides a critical process for local jurisdictions to understand how new developments will exacerbate existing wildfire risks, allowing them to consider project design features, alternatives, and mitigation measures that provide for smarter development and the protection of existing communities.

The CEQA Guidelines²⁷ require that an EIR include a description of the physical environmental conditions in the vicinity of the project, at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced.²⁸ This “baseline” of existing environmental conditions is generally used to determine the significance of project-related impacts. In the EIR’s discussion of the existing environmental conditions, lead agencies should include information about open space areas and habitats within the project area that may be fire prone, as well as a discussion of fire history and fuels on the project site. Including a discussion of existing available water supplies for fire-fighting is also critical. Providing detail about existing environmental conditions at the project site that may exacerbate or minimize wildfire impacts will help ensure that the EIR fully considers the project’s impacts on wildfire risk.

The CEQA Guidelines require an analysis of “any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected,” including by locating development in wildfire risk areas.²⁹ The “environmental checklist form” in Appendix G of the CEQA Guidelines, Section XX, directs lead agencies to assess whether

arising since adoption of the general plan, shows will be more significant than described in the prior EIR. (Pub. Resources Code, § 21083.3; CEQA Guidelines, § 15193).

²⁵ Where “EIR” is used in this guidance it should also be considered to refer to a mitigated negative declaration.

²⁶ Pub. Resources Code, § 21067; CEQA Guidelines, §§ 15050 and 15367.

²⁷ The CEQA Guidelines are found at California Code of Regulations, title 14, section 15000, et seq.

²⁸ CEQA Guidelines, § 15125.

²⁹ CEQA Guidelines, § 15126.2.

projects located *in or near* state responsibility areas or lands classified as very high fire hazard severity zones,³⁰ would:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan;
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.³¹

In addition to the four questions above, Section IX(g) of the checklist broadly directs lead agencies to consider whether a project will “expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.”³² In answering these questions, lead agencies must consider both on- and off-site impacts.³³

B. Analyzing a project’s impact on wildfire risks

Several variables should be considered in analyzing a project’s impact on wildfire risk, including:

- **Project Density:** Project density influences how likely a fire is to start or spread, and how likely it is that the development and its occupants will be in danger when a fire starts. Fire spread and structure loss is more likely to occur in low- to intermediate-density developments.³⁴ This is because there are more people present to ignite a fire (as compared to undeveloped land), and the development is not concentrated enough

³⁰ See footnote 1 for more information on state responsibility areas and very high fire hazard severity zones.

³¹ CEQA Guidelines, Appendix G, XX.

³² CEQA Guidelines, Appendix G, IX(g). This Guidance focuses on these key wildfire-related questions in Sections IX(g) and XX of the checklist, but in conducting environmental review, lead agencies must continue to thoroughly address the other questions identified in Section XX and the checklist more generally.

³³ CEQA Guidelines, § 15360 [defining the environment to be considered as “the area in which significant effects would occur either directly or indirectly as a result of the project”].

³⁴ Alexandra D. Syphard, *The Relative Influence of Climate and Housing Development on Current and Projected Future Fire Patterns and Structure Loss Across Three California Landscapes* (2019) GLOBAL ENVIRONMENTAL CHANGE; Alexandra D. Syphard, et al., *Housing Arrangement and Location Determine the Likelihood of Housing Loss Due to Wildfire* (Mar. 28, 2012) PLOS ONE, available at <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0033954>.

(as compared to high-density developments) to disrupt fire spread by removing or substantially fragmenting wildland vegetation.³⁵ “Isolated clusters of development and low housing density mean that homes are embedded within, and more exposed to, a matrix of wildland vegetation.”³⁶ Moreover, fire-fighters may have difficulty accessing more remote and disconnected developments.³⁷

- **Project Location in the Landscape:** Project placement in the landscape relative to fire history, topography and wind patterns also influences wildfire risk. Although wildfire ignitions are primarily human-caused in California, wildfire behavior is largely driven by topography, fuel, climatic conditions, and fire weather (such as low humidity and high winds). How a development project is planned within the landscape determines to what extent it will influence fire risk.³⁸ For example, if a project site is located in a wind corridor, above-ground power lines may become a source of ignition. Similarly, siting residential structures in rugged terrain or on the top of steep hills may increase the wildfire risk. By contrast, if a project site includes landscape features that could prevent or slow the spread of fire, such as a lake or an irrigated golf course, the development may be strategically located so as to capitalize on that feature as a natural fuel break.³⁹

³⁵ See generally Alexandra D. Syphard, et. al., *Multiple-Scale Relationships between Vegetation, the Wildland-Urban Interface, and Structure Loss to Wildfire in California* (Mar. 12, 2021) MDPI FIRE 2021.

³⁶ Max A. Moritz, et al., *Learning to Coexist with Wildfire* (2014) NATURE 515(7525), at p. 64; see also Alexandra D. Syphard, et. Al., *Multiple-Scale Relationships between Vegetation, the Wildland-Urban Interface, and Structure Loss to Wildfire in California* (March 12, 2021) MDPI FIRE 2021.

³⁷ See Alexandra D. Syphard, *Why Are so Many Structures Burning in California?* (2020) FREMONTIA, 47(2), at p. 31.

³⁸ See generally Max Moritz, et al., *Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California* (Apr. 2020) University of California Agriculture and Natural Resources, Publication 8680, available at <https://escholarship.org/uc/item/6n12m6pn>; Alexandra D. Syphard, *Why Are so Many Structures Burning in California?* (2020) FREMONTIA, 47(2), at pp. 28-35, available at <https://pubs.er.usgs.gov/publication/70215982>.

³⁹ See Max Moritz, et al., *Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California* (Apr. 2020) University of California Agriculture and Natural Resources, Publication 8680, at p. 10, available at <https://escholarship.org/uc/item/6n12m6pn>; see also Conservation Biology Institute, *Paradise Nature-Based Fire Resilience Project Final Report* (June 2020), available at https://d2k78bk4kdhbpr.cloudfront.net/media/reports/files/CBI_Paradise_Final_Report_for_Posting_Online.pdf [An examination of how siting and greenbelts may have protected homes during the Paradise fire]. Siting of a new fire-resistant development between wildlands and existing development may even serve as a protective barrier for the existing development. But there can still be some risk of ember spread if the new development succumbs to fire. See Alexandra D. Syphard, *Why Are so Many Structures Burning in California?* (2020) FREMONTIA, 47(2), at pp. 28-35, available at <https://pubs.er.usgs.gov/publication/70215982>; California Council on Science and Technology, *The Costs of Wildfire in California* (Oct. 2020), at p. 67, available at <https://ccst.us/reports/the-costs-of-wildfire-in-california/>.

- **Water Supply and Infrastructure:** As part of evaluating a project’s wildfire risk impacts, an EIR should analyze the adequacy of water supplies and infrastructure to address fire-fighting within the project site.⁴⁰ This analysis should consider the potential loss of water pressure during a fire, which may decrease available water supply⁴¹ and the potential loss of power, which may eliminate the supply.⁴²

To understand how a project may exacerbate the risk of wildfire, an EIR should qualitatively assess these variables and also use fire modeling and other spatial and statistical analyses to quantify the risks to the extent feasible. Experts should utilize fire models to account for various siting and design elements, as well as a variety of different fire scenarios. The modeling should include scenarios for fires that start in, near, and far from the project site, as well as extreme weather conditions that exacerbate fire spread.

Lead agencies are encouraged to develop thresholds of significance that either identify an increase in wildfire risk as a significant impact or determine, based on substantial evidence, that some increase in the risk of wildfires is not considered a significant impact. Relevant factors should include the project’s impact on ignition risk, the likelihood of fire spread, and the extent of exposure for existing and new residents based on various fire scenarios. Modeling the various scenarios enables local agencies to quantify increased wildfire risks resulting from a project adding more people to wildfire prone areas and to assess the risks according to the threshold of significance.

Some EIRs have concluded that the conversion of some wildland vegetation into paved development reduces or does not increase wildfire risk. This conclusion is contrary to existing evidence and the well-accepted understanding that the fundamental driver of increased wildfire risk is the introduction of people into a flammable landscape.⁴³ Accordingly, the conversion of vegetation into developed land does not obviate the need for lead agencies to carefully consider and model how the addition of development into wildfire prone areas contributes to the risk of wildfire.

⁴⁰ See Max Moritz, et al., *Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California* (Apr. 2020) University of California Agriculture and Natural Resources, Publication 8680, at p. 19 and Appendix B, available at <https://escholarship.org/uc/item/6n12m6pn>.

⁴¹ See Max Moritz, et al., *Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California* (Apr. 2020), at p. 19, University of California Agriculture and Natural Resources, Publication 8680, available at <https://escholarship.org/uc/item/6n12m6pn>.

⁴² See Alexandra D. Syphard, *Nexus Between Wildfire, Climate Change and Population Growth in California* (2020) *FREMONTIA*, 47(2), at p. 26.

⁴³ See Heather Anu Kramer, et al., *High Wildfire Damage in Interface Communities in California* (2019) *INTERNATIONAL JOURNAL OF WILDLAND FIRE*, available at https://www.fs.usda.gov/nrs/pubs/jrnl/2019/nrs_2019_kramer_001.pdf; see also Exhibit A to the Final Statement of Reasons for Regulatory Action re Amendments to the State CEQA Guidelines, OAL Notice File No. Z-2018-0116-12, at p. 212, available at https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_ExA_FSOR.pdf.

C. Analyzing the project's impact on evacuation and emergency access

The addition of new development into high wildfire risk or adjacent areas may impact the evacuation of project residents, as well as the existing population (e.g., residents, workers, students, visitors, and possibly livestock) in the area and the ability of emergency responders to simultaneously access the area to fight wildfire. This can, in turn, impact the risk and extent of large-scale fire spread and community safety within and around the new development. The EIR should evaluate these impacts both during construction and over the life of the project. The required analysis is relative to a project's impacts and risks; e.g., a higher density infill project within an already developed area would likely not require the same level of analysis as a new low-density development within the wildland-urban interface and surrounded largely by open space.⁴⁴

For projects located in high wildfire risk areas that present an increased risk of ignition and/or evacuation impacts, evacuation modeling and planning should be considered and developed at the time of project review and approval—when there is greater flexibility to modify a project's design, density, siting, and configuration to address wildfire considerations—rather than deferred to a later stage of the development process. Lead agencies will be best-positioned to ensure proposed development projects facilitate emergency access and ease constraints on evacuation with this information in hand prior to project approval. The ultimate objective is to allow for informed decision-making that minimizes the environmental and public safety hazards associated with new developments that increase the risk of ignition and impede evacuation in high wildfire prone areas.

Evacuation modeling and analysis should include the following:

- Evaluation of the capacity of roadways to accommodate project and community evacuation and simultaneous emergency access.
- Assessment of the timing for evacuation.
- Identification of alternative plans for evacuation depending upon the location and dynamics of the emergency.
- Evaluation of the project's impacts on existing evacuation plans.
- Consideration of the adequacy of emergency access, including the project's proximity to existing fire services and the capacity of existing services.
- Traffic modeling to quantify travel times under various likely scenarios.

⁴⁴ See Max Moritz, et al., *Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California* (Apr. 2020), University of California Agriculture and Natural Resources, Publication 8680, at p. 5, available at <https://escholarship.org/uc/item/6n12m6pn> [describing the benefits of infill development].

In considering these evacuation and emergency access impacts, lead agencies may use existing resources and analyses, but such resources and analyses should be augmented when necessary. For example, agencies should:

- Utilize information from the EIR’s analysis of traffic/transportation impacts, but they should not limit themselves to that information, which may not reflect the impact of emergency conditions on travel times.
- Consult with local fire officials and ensure that assumptions and conclusions regarding evacuation risk are substantiated with sound facts. Emergency conditions may not allow for ideal evacuation scenarios—staggered, staged, or targeted evacuation in response to a wildfire may sometimes be possible, but human behavior is difficult to predict and wildfires can be erratic, unpredictable, and fast-moving.⁴⁵
- Consider impacts to existing evacuation plans, but recognize that, depending on the scope of an existing evacuation plan, additional analyses or project-specific plans may be needed. Community evacuation plans often identify roles and responsibilities for emergency personnel and evacuation routes, but do not necessarily consider the capacity of roadways, assess the timing for community evacuation, or identify alternative plans for evacuation depending upon the location and dynamics of the emergency.
- Avoid overreliance on community evacuation plans identifying shelter-in-place locations. Sheltering in place, particularly when considered at the community planning stage,⁴⁶ can serve as a valuable contingency, but it should not be relied upon in lieu of analyzing and mitigating a project’s evacuation impacts.⁴⁷

Local jurisdictions are encouraged to develop thresholds of significance for evacuation times. These thresholds should reflect any existing planning objectives for evacuation, as well as

⁴⁵ See FEMA and U.S. Fire Administration, *Wildland Urban Interface: A Look at Issues and Resolutions* (June 2022), available at <https://www.usfa.fema.gov/downloads/pdf/publications/wui-issues-resolutions-report.pdf>.

⁴⁶ FEMA, *Planning Considerations: Evacuation and Shelter-in-Place* (July 2019), available at <https://www.fema.gov/sites/default/files/2020-07/planning-considerations-evacuation-and-shelter-in-place.pdf>. The distinction between temporary shelter-in-place locations and buildings designed or retrofitted for longer term shelter-in-place should also be considered. See Max Moritz, et al., *Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California* (Apr. 2020) University of California Agriculture and Natural Resources, Publication 8680, at p. 17, available at <https://escholarship.org/uc/item/6n12m6pn> [discussing the difference between “safety zones”—areas with little flammable vegetations, such as golf courses—versus buildings that are designed to provide protection from heat and embers while the front of a fire passes, typically for a duration of at least 30-60 minutes].

⁴⁷ See Mejia, *Pepperdine University Defends ‘Shelter in Place’ Decision During Woolsey Fire*, Los Angeles Times (Nov. 13, 2018), available at <https://www.latimes.com/local/lanow/la-me-ln-pepperdine-shelter-20181113-story.html>; Chandler, *Am I Going to Stay in the Parking Lot . . . While the Fires Burn Around Me?*, Record Searchlight (Dec. 12, 2019), available at <https://www.redding.com/in-depth/news/2019/04/25/california-wildfire-shelter-place-plans-questioned-evacuation-preparation/3427075002/>.

informed expert analysis of safe and reasonable evacuation times given the existing and proposed development. Local jurisdictions should consider whether any increase in evacuation times for the local community would be a significant impact. A conclusion that an increase in evacuation times is a less than significant impact should be based on a threshold of significance that reflects community-wide goals and standards.

In establishing thresholds, local jurisdictions should consider referring to successful evacuations from prior emergencies within their community or similarly situated communities. The thresholds should include, but not be limited to, whether the project creates an inconsistency with: (1) an adopted emergency operations or evacuation plan; (2) a safety element that has been updated per the requirements in Government Code sections 65302(g)(5) and 65302.15 to integrate wildfire and evacuation concerns; or (3) recommendations developed by the California Board of Forestry and Fire Protection regarding the safety of subdivisions pursuant to Public Resources Code section 4290.5.

D. Mitigating wildfire risk, evacuation, and emergency access impacts

If a project presents significant increased wildfire risks and/or evacuation and access impacts, CEQA requires the lead agency to consider and adopt feasible alternatives and mitigation measures to avoid or reduce the project's impacts (or make a finding of overriding consideration).⁴⁸ Not all project design features or mitigation measures will achieve the same reduction in impacts for every project—the effects and effectiveness of measures will vary geographically and by project. An EIR that baldly concludes that certain project design features or mitigation measures will reduce or eliminate all potential wildfire risks, without first describing those risks, fails to fully analyze the project's impacts. Compressing the analysis of impacts and mitigation deprives decision makers of a full description of the project's adverse impacts and, therefore, fails to equip the decision makers with the necessary information to properly address the impacts by adopting project design features, mitigation measures, or alternatives. To avoid this error and provide for better project design, the project EIR should first analyze the increased wildfire risks and evacuation impacts, and then consider feasible mitigation and alternatives to avoid or reduce those impacts.

Set forth below are some examples of potential mitigation measures and design alternatives that may reduce wildfire risk impacts. This list is not exclusive and a lead agency's adoption of some or all of these mitigation measures for a particular project may not be sufficient to comply with CEQA's requirement to adopt all feasible mitigation measures.

- Increasing housing density and consolidated design, relying on higher density infill developments as much as possible.
- Avoidance and minimization of low-density exurban development patterns or leapfrog-type developments (i.e., those with undeveloped wildland between developed areas).

⁴⁸ Pub. Resources Code, § 21081.

- Decreasing the extent and amount of “edge,” or interface area, where development is adjacent to undeveloped wildlands.
- Creation of buffer zones and defensible space within and adjacent to the development, with particular attention to ensuring that vegetation will not touch structures or overhang roofs.⁴⁹ It is also important that legal obligations are structured so that defensible space measures are retained over time.⁵⁰
- Siting projects to maximize the role of low-flammability landscape features that may buffer the development from fire spread.
- Undergrounding power lines.
- Limiting development along steep slopes and amidst rugged terrain, so as to decrease exposure to rapid fire spread and increase accessibility for fire-fighting.
- Placement of development close to existing or planned ingress/egress and designated evacuation routes to efficiently evacuate the project population and the existing community population, consistent with evacuation plans, while simultaneously allowing emergency access.
- Placement of projects close to adequate emergency services.
- Construction of additional points of ingress and egress and modification of evacuation routes to minimize or avoid increasing evacuation times or emergency access response times.
- Fire hardening structures and homes—upgrading the building materials and installation techniques to increase the structure’s resistance to heat, flames, and embers—beyond what is required in applicable building codes, both for new structures and existing structures in proximity to the new development.
- Requiring fire-hardened communication to the project site including high-speed internet service.
- Enhanced communication to the project population about emergency evacuation plans and evacuation zones.
- Parking limitations to ensure access roads are not clogged with parked vehicles.
- On-site water supply/storage to augment ordinary supplies that may be lost during a wildfire.

In all situations, mitigation measures should be combined and tailored to the specifics of the project, the surrounding landscape, and nearby existing uses. In some contexts, the mitigation measure itself may have an adverse impact that should be evaluated in an EIR. In addition,

⁴⁹ Note, however, that defensible space around homes does not alone tend to account for structural survival. See Alexandra D. Syphard, *Why Are so Many Structures Burning in California?* (2020) *FREEMONTIA*, 47(2), at p. 32, available at <https://pubs.er.usgs.gov/publication/70215982>; Alexandra D. Syphard et al., *The Role of Defensible Space for Residential Structure Protection During Wildfires* (Oct. 14, 2014) *INTERNATIONAL JOURNAL OF WILDLAND FIRE*, available at <http://dx.doi.org/10.1071/WF13158>.

⁵⁰ See Max Moritz, et al., *Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California* (Apr. 2020), at p. 12, University of California Agriculture and Natural Resources, Publication 8680, available at <https://escholarship.org/uc/item/6n12m6pn>.

mitigation measures may not provide the same level of protection or mitigation in all scenarios.⁵¹ For example, home hardening has been shown to be an extremely effective measure for preventing structure loss during a wildfire. The California Building Code was updated in 2008 to require more advanced fire hardening and homes built to the revised standards were shown to be 40 percent less likely to be destroyed by a wildfire than similarly situated homes built prior to the update.⁵² However, home hardening by itself may not be an adequate mitigation measure in all situations. During the Camp Fire, which swept through Paradise in 2018, homes built before and after the 2008 Building Code update were destroyed at roughly equal rates.⁵³ Home hardening in conformance with the 2008 Building Code alone did not meaningfully effect survivability; rather, proximity to other destroyed structures, the extent of vegetative overstory, and defensive space around homes was more relevant to whether or not a home survived.⁵⁴ While home hardening may be a worthy measure, this highlights the importance of combining measures, with an awareness to overall landscape conditions, to maximize public safety and minimize wildfire-related losses. It also demonstrates that defensive measures can improve but do not guarantee survivability, which highlights the continued importance of planning for evacuation and emergency access.

VII. Conclusion

As climate change and housing pressure continue to impact the State's landscape, wildfire risks, and development needs, local agencies need to thoroughly evaluate where and how new development is planned and constructed. With careful forethought during the various planning processes and thoughtful environmental review at the individual project development stage, new development can be designed and positioned to minimize future wildfire risks, enhance fire resiliency of our communities, and protect the health and safety of California's residents and natural resources. While the applicable rules, requirements, and analytical tools to reduce wildfire risk are evolving, this guidance is intended to provide suggestions for how best to comply with CEQA when analyzing and mitigating the wildfire risks of development projects in the wildland-urban interface and other fire prone areas.

⁵¹ See Alexandra D. Syphard, et al., *Multiple-Scale Relationships between Vegetation, the Wildland-Urban Interface, and Structure Loss to Wildfire in California* (Mar. 12, 2021), at p. 13, MDPI FIRE 2021 [noting that "the most effective fire risk reduction approach will account for multiple factors at multiple scales and will incorporate simultaneous strategies"].

⁵² Patrick W Baylis, et al., *Mandated vs. Voluntary Adaptation to Natural Disasters: the Case of U.S. Wildfires* (Dec. 2021), National Bureau of Economic Research, available at <https://www.nber.org/papers/w29621>.

⁵³ Eric E. Knapp, et al., *Housing Arrangement and Vegetation Factors Associated with Single-Family Home Survival in the 2018 Camp Fire, California* (2021) FIRE ECOLOGY 17:25, available at <https://fireecology.springeropen.com/track/pdf/10.1186/s42408-021-00117-0.pdf> [37 percent of homes built between 1997 and 2008 survived, while 44 percent of homes built between 2008 and 2018 survived].

⁵⁴ Eric E. Knapp, et al., *Housing Arrangement and Vegetation Factors Associated with Single-Family Home Survival in the 2018 Camp Fire, California* (2021) FIRE ECOLOGY 17:25, available at <https://fireecology.springeropen.com/track/pdf/10.1186/s42408-021-00117-0.pdf>.

2 Rovina Lane request for special notice

Erin Carlstrom



Mon 11/13/2023 9:33 AM

To: Mike Janusek <mjanusek@cityofpetaluma.org>

Cc: Andrew Trippel <atrippel@cityofpetaluma.org>

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Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Good morning Mr. Janusek (and hello Andrew!)

My office represents many residents in the vicinity of the proposed Rovina Lane Apartments, including several who immediately abut the proposed development. They have asked me to inquire about the status of the project's review, and for the opportunity to provide input on the details, particularly regarding the increased wildfire and public safety risk.

I am aware of the constraints posed by the state's density bonus laws. While we disagree with the mandates imposed by Sacramento and the zealousness of members of the Legislature from San Francisco and other urban environments, we are confident your office will impose conditions on any such project that acknowledge the existing extreme density in the neighborhood and risk to the public posed by even more units without adequate fire safety measures. The mandates imposed by Sacramento are particularly troubling given that no provision has been made for additional fire and police crews to service additional residents, nor to outfit emergency vehicles to navigate the rabbit warren of streets in the vicinity of the proposed project.

I am certain you have visited the neighborhood; the last time I drove through I couldn't get out of there fast enough, imagining the chaos that will ensue following the next, inevitable wildfire or other disaster. As I told my clients, you couldn't pay me to live there, knowing what we know about the devastation wrought in very recent years.

I do not envy you the predicament of Sacramento's overreach coupled with our community's clear need for affordable housing. If you would please place me on any noticing lists for the project, I would appreciate it.

My clients and I look forward to working with you to ensure the continued sustainability of beautiful Petaluma!

Sincerely,

Erin

Erin B. Carlstrom
Clement, Fitzpatrick & Kenworthy



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FW: Rovina Lane apartment proposal

Rizzi, Krystle <krizzi@cityofpetaluma.org>

Mon 8/14/2023 7:52 AM

To: Janusek, Mike <mjanusek@cityofpetaluma.org>

Hi Mike,

Are you still working on this project? I'm not sure how I ended up being forwarded this email, looks like it went to Greg initially.

Krystle Rizzi

Principal Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
office. [707-778-4592](tel:707-778-4592) |
krizzi@cityofpetaluma.org



Curious about what is happening with the Petaluma Fair and Fairgrounds? [Click to learn more.](#)

From: Gina Dentoni [REDACTED]
Sent: Sunday, August 13, 2023 12:30 PM
To: Rizzi, Krystle <krizzi@cityofpetaluma.org>
Subject: Fwd: Rovina Lane apartment proposal

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----- Forwarded message -----

From: Gina Dentoni [REDACTED]
Date: Sun, Aug 13, 2023 at 12:24 PM
Subject: Robins Lane apartment proposal
To: <gpowell@cityofpetaluma.org>

City of Petaluma Planning Dept:
I am writing to urge you not to accept Pacific West Communities to build 36 units on an acre of land that is zoned for 8 - 18 units. This is not what Petaluma citizens want. Why do we have zoning ordinances if they can be overlooked? This will bring safety issues, parking issues and traffic to the surrounding neighborhoods. Please consider following the zoning ordinances that are in place. They are there for a reason .
Gina Dentoni

Rovina Lane Apartment Project

Kent Eagleson [REDACTED]

Tue 9/26/2023 5:52 PM

To: Mike Janusek <mjanusek@cityofpetaluma.org>

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Dear Mr. Janusek,

I am writing to express my objections to Pacific Communities application for a three-story affordable housing apartment complex at 2 Rovina Lane in West Petaluma's Riverview neighborhood. The proposed apartment building, in my opinion, does not align with the character of our established family neighborhood.

I acknowledge the pressing need for affordable housing in Petaluma and would wholeheartedly support initiatives that promote affordable home ownership for families, such as houses or townhomes within our neighborhood. However, I recently visited apartment projects developed by Pacific Communities, including two in Santa Rosa and one in Healdsburg. I noticed that the Santa Rosa projects were situated on the bustling Santa Rosa Avenue, despite having side street addresses. It's important to mention that this area is primarily commercial and not nestled within a family-oriented neighborhood. Similarly, the Healdsburg apartment complex is located on a busy street alongside a large gas station, a small hotel, and various commercial buildings.

Additionally, it appears that the Santa Rosa and Healdsburg sites have ample on-site parking, which leaves me perplexed as to why Pacific Communities opted for the Petaluma neighborhood instead of locations more akin to their previous projects. My primary concern lies with the density of the proposed Rovina Lane project. As I understand it, due to SB330, the number of apartments would double from the recommended 18 to 36. This increased population density could lead to stress for both the residents and the neighborhood as a whole.

Furthermore, I have reservations about Pacific Communities ability to effectively manage and control the number of people residing in the complex, potentially leading to overcrowding, a scenario I witnessed frequently during my time in San Francisco. Traffic and parking issues, except in the opinion of Pacific Communities, would likely arise. Of even greater concern is fire safety, given the single narrow road leading in and out of the area, which poses significant risks during emergency evacuations when firefighters and first responders are needed.

In my view, this project should not even be considered due to the lack of proper access to and from Petaluma Blvd. I hope that Jeff Schach of the Petaluma Fire Department can contribute his expertise to prevent life-threatening consequences at this site. SB330 appears to be nothing more than a tool for Pacific Communities to push through their project, disregarding the concerns of the neighbors.

Furthermore, it seems that SB330 provides a convenient opportunity for nothing but a financial gain for Pacific Communities. Is this the intended spirit of SB330? If so, it is disheartening.

Thank you for considering my concerns.

Sincerely,

Kent Eagleson

[REDACTED]

[REDACTED]

8/28/2023

To whom it may concern:

I have lived in Petaluma since 1972, been a westside resident for 47 years, and have seen exponential growth of our lovely rolling hills. As a taxpayer on 2 properties in the south westside communities of Petaluma, I am writing to express my various concerns about the proposed SB330 project at 2 Rovina Lane. That property is zoned R4 for 8-18 units, not 34 units.

The development of Quarry Heights and its subsequent development, Sterling Hills, (still under construction) are single family homes, and townhomes, heavily populated with families. Jacqueline Lane, and the other streets within the community are narrow. Some of the driveways are single car use, thereby creating parking issues for families with more than one car. Jade Street is so narrow that the fire department required half the street to be painted with red curbs after construction was complete in order to accommodate emergency access. Many of these families use Jacqueline Lane to transport children to the local schools in the area (Spring Hill Montessori on Mission, Grant on Grant Ave., and McNear on Sunnyslope Ave.) Yesterday, in transporting my grandson to school, using Jacqueline Lane, I had to pull over twice to let oncoming traffic pass by. To access those schools, many drivers use Mission, Middlefield, McNear, Mountainview, and I Street, so there are other westside residential streets that will be impacted as well.

The area is already densely populated with limited road access, and are all residential areas/streets. In light of the recent firestorm that demolished Lahaina, Maui, adding to that traffic congestion by allowing the construction of a 34-unit housing unit in the area zoned R4 does not seem reasonable nor safe. The access to the development will be Jacqueline Lane, which is the only access street for all of Quarry Heights and Sterling Hills. In assuming that the occupants of these units have children, it would increase the traffic on all the nearby residential streets to the local schools as well as pose a danger to children riding bicycles to school on the narrow streets. In addition, it could impact the street parking on neighboring streets if families have multiple vehicles and/or visitors. Which in turn, will increase the noise and air pollution already created by the freeway adjacent to Quarry Heights and Sterling Hills. It will also impact the enrollment in the area schools.

Has there been an EIR done on the proposed project? I propose that there be a full fire inspection study be done on the areas that are already impacted without the project, as well as a full study from the transportation department to be done during hours whereby children are being transported to/from school. I have been a runner on all these nearby residential streets for over 40 years and I know well what the traffic is like before and after school. I also know too well what the street parking is already like in Quarry Heights.

In terms of wildlife, the construction on the proposed project that began has already chased away the wildlife. Finalizing the project would endanger the habitat of deer, rabbits, and the circling Red Tail Hawks that have perched on the radio tower, amongst others stated in the

Madrone Ecological Report. Like many bird species, the Red-tailed Hawk is protected in North America under the Migratory Bird Act. (Peregrine.org). I also have concerns about the large Oak, and pine trees as well as other various trees on the property mentioned in the Madrone Ecological Report.

I am a homeowner in the Quarry Heights subdivision, and have been a homeowner there since it was built in 2017. My Jade St. property backs up to the proposed project. I purchased the property with the knowledge that the land at 2 Rovina Lane is zoned R4. I have witnessed the wildlife first hand from the patio. I object to looking out my windows at two 3 story-buildings with a parking lot and garbage dumpsters behind me. I am confident other neighbors in the subdivision will feel the same having their beautiful westside views reduced to a three-story complex and parking lot, and as well as the increased traffic, noise, pollution and safety concerns it would create.

I hope you will share my concerns with the proper departments, and obtain the proper impact reports and consider not approving any SB330 building project at 2 Rovina Lane, or in any other residential neighborhood within the City of Petaluma.

I plan to attend the City Council meeting and provide public comment on my concerns.

Best regards,
Denise Fedrick

Re: Links to additional information (2 Rovina development proposal and ADUs)

Trippel, Andrew <atrippel@cityofpetaluma.org>

Mon 8/14/2023 4:38 PM

To: Denise Fedrick [REDACTED] Janusek, Mike <mjanusek@cityofpetaluma.org>

Cc: Dee Fedrick [REDACTED]

Hi Denise,

You can send your comments to the Project Planner, Mike Janusek, who is included in my reply. All public comments received are recorded in the project's public record and shared with the public and the review authority during the project's public hearing. Please know that this is a preliminary application for the proposed project. It is still required to submit a formal Site Plan and Architectural Review (SPAR) Planning entitlement application, which would be reviewed by Planning staff and then scheduled for a public hearing before Planning Commission.

The applicant has 180 days from July 10, 2023, to submit a formal application. If a formal application is not submitted, then the [SB 330 preliminary application status expires](#).

Please don't hesitate to email if you have any additional questions.

Best,

Andrew

Andrew Trippel, AICP

Planning Manager, M-Group Consulting Planner serving the City of Petaluma
City of Petaluma | Community Development
atrippel@cityofpetaluma.org

Curious about what is happening with the Petaluma Fair and Fairgrounds? [Click to learn more](#).

From: Denise Fedrick [REDACTED]
Sent: Monday, August 14, 2023 11:31 AM
To: Trippel, Andrew <atrippel@cityofpetaluma.org>
Cc: Denise Fedrick [REDACTED] Dee Fedrick [REDACTED]
Subject: Re: Links to additional information (2 Rovina development proposal and ADUs)

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Hi Andrew,

Thank you so much for sending me this information!

I am very much interested in keeping updated on the project planned on Rovina Lane as it backs up to my property. As I see in the plans there will be no access to Petaluma Blvd So, which would be a huge problem with traffic congestion/pollution/fire escape in a quiet residential neighborhood both in terms of both construction and additional cars related to 34 units. I am also concerned about the wildlife that habitats the area as well.

Please let me know who it is I need to send a letter to oppose the project.

Thank you!
Denise

On Aug 8, 2023, at 5:30 PM, Trippel, Andrew <atrippel@cityofpetaluma.org> wrote:

Hi Denise,

I'm so glad you reached out. I had misspelled your email address, and my original send was returned. Please see my response prepared following our discussion at City Hall. I'm available for any additional questions you may have.

Best,

Andrew

Andrew Trippel, AICP

Planning Manager, M-Group Consulting Planner serving the City of Petaluma
City of Petaluma | Community Development
atrippel@cityofpetaluma.org

Curious about what is happening with the Petaluma Fair and Fairgrounds? [Click to learn more](#).

From: Trippel, Andrew <atrippel@cityofpetaluma.org>
Sent: Monday, July 31, 2023 6:24 PM
To: [REDACTED]
Cc: Petaluma Planning <petalumaplanning@cityofpetaluma.org>
Subject: Links to additional information (2 Rovina development proposal and ADUs)

Good afternoon,

Thanks for taking the time to come by the Planning counter today at Petaluma City Hall. Below are additional resources for you to consider:

2 Rovina Lane Preliminary Development Project

- **Website:** <https://cityofpetaluma.org/preliminary-application-project-submittals/>
- **Development Contact:** Lauren Alexander, on behalf of The Pacific Companies, lauren@thearmonyco.com
- **Project Planner:** Mike Janusek, Senior Planner, MJanusek@cityofpetaluma.org

Accessory Dwelling Units

- **City website:** <https://cityofpetaluma.org/accessory-dwelling-units/>
- **City Implementing Zoning Ordinance:** <https://petaluma.municipal.codes/ZoningOrds/7.030>
- **Napa Sonoma ADU Center:** <https://napasonomaadu.org/>

Please don't hesitate to reach out if you have additional questions.

Best,

Andrew

Andrew Trippel, AICP

Planning Manager, M-Group Consulting Planner serving the City of Petaluma
City of Petaluma | Community Development
atrippel@cityofpetaluma.org

<EmailSig_CityLogo_D3_small(1)_9c048d90-9264-46ff-948c-6693e8946db0.jpg> <EmailSig_ClimateReady_D1(2)_eb1c05df-03d2-42d3-a9c6-519a632e9f53.jpg> <EmailSig_FB_D1(2)_acc72632-1e02-4b3e-8428-f6d9d417727e.jpg> <EmailSig_Insta_D1(2)_e0571e85-7a5c-4f3e-96a3-d77badf241b7.jpg>

Curious about what is happening with the Petaluma Fair and Fairgrounds? [Click to learn more.](#)

City of Petaluma
ATTN: Commissioner Blake Hooper
bmhooper1@gmail.com

Commissioner Hooper:

Hello, I am Richard Green and I reside at 200 Mission Drive with my wife. We have lived here for 12 years and I am writing to oppose the two housing projects that are being planned near us. We moved here assuming there would be homes, not apartments complexes in our neighborhood.

I do not think this project was designed with the consideration of the long time residents of the neighborhood in mind. This project will only bring more cars in our small neighborhood, people hanging out at all hours, vandalism and parking will all be a detriment to our peaceful neighborhood.

Please do not proceed with these projects and respect our concerns as a long time tax paying and voting citizens of Petaluma.

Sincerely,

Richard Green

The Pacific Companies Affordable Housing Project/2 Rovina Lane, Petaluma

Alison C. Johnson [REDACTED]

Mon 8/28/2023 7:56 AM

To: Mike Janusek <mjanusek@cityofpetaluma.org>

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Re: The Pacific Companies Affordable Housing Project 2 Rovina Lane

SB330 APN 019-210-009 City Record #PLPR20230003

Dear Mike:

We have been homeowners in the Riverview Neighborhood since 2007. We purchased our home brand new, during a time of short sales and foreclosures. This was a huge step for us to live in this neighborhood. It was the right choice for us!

As any neighborhood has its issues, we find that Riverview is no exception.

Parking down on Mission and Rovina is already an issue. Our streets were “approved” by the City of Petaluma to be narrower than allowed by most subdivisions. Many of the homeowners here have children that our now driving and hence the parking is getting more challenging to navigate.

A few weeks ago, we were able to listen to the *Zoom* meeting held by Pacific Companies. This meeting was attended by a representative of the development company, a member of the Petaluma City Hall, and our neighbors.

We vehemently disapprove of this proposed project for our following concerns:

The projected increase in traffic will cause a serious detriment to the peace and SAFETY of our neighborhood.

The 34 units proposed with multiple bedrooms are equal to a minimum of 100 drivers. It is our opinion that the planned parking areas for these additional automobiles to be insufficient. Where is the eventual overflow parking to be located?

With only one exit proposed (coming through Riverview), where would we exit should a fire develop? This is unacceptable, in our world of increasing wildfires. Due to the cancellation of homeowner’s policies statewide, this could affect us negatively in property values and property safety.

When the representative was asked as to “*why they didn’t pick a more accessible property to build on?*” she replied, “...This is all we can afford”.

She was also asked, “*why they could not have a second entrance/exit on South Petaluma Blvd?*” The reply was vague at best. The City Hall attendee was just as transparent.

We believe the CITY owns land (located between the development and South Petaluma Blvd.) that logically would make sense to connect to the project. It is our understanding that The CITY is not going

to allow that property to be used. Why????

We have already had our share of **transients living on the nearby trails** (owned by the City of Petaluma). It took weeks for law enforcement to remove the problem.

With that being said, the introduction of affordable housing has its own unique set of challenges.

The development company's proposal is to provide a manager on site. A manager on site will not be protecting our trails, streets etc. The manager will be hired to protect THEIR interests, not ours.

As a long time, tax paying residents of Petaluma, we are requesting that this project be disallowed to proceed in its current form.

We understand the need for affordable housing in our cities. This segment of the community are important members of our society, and they need to be helped.

We feel a better option would be acquiring property closer to downtown, with easier access to public transportation and amenities. Not in the middle of an established suburban neighborhood.

Best,

Alison and Dean Johnson

Email: [REDACTED]

Follow up to Rovina Lane Apartments meeting

Jon McEvoy [REDACTED]

Wed 7/19/2023 9:12 PM

To: Janusek, Mike <mjanusek@cityofpetaluma.org>

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Hi Mike,

Thank you for your answers during the meeting this evening. I have a follow up question, I'm hoping you can answer or direct me to where I can find the right answer. I'm pretty new to all of this so don't feel bad telling me something that's otherwise obvious.

I believe you said in 2019 that the property was rezoned to allow for up to 18 units. Where can I find more information on that decision? 18 units on a 1 acre lot is a lot (not to mention the planned 34!).

At this time my biggest concerns are traffic, safety, and the number of added vehicles to the neighborhood.

Best,

Jon McEvoy
[REDACTED]

Proposed project: 2 Rovina - Neighborhood concerns

John Kelly [REDACTED]

Thu 7/27/2023 2:29 PM

To: Janusek, Mike <mjanusek@cityofpetaluma.org>

Cc: Rochelle [REDACTED]

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Hello:

I was on the neighborhood outreach Zoom call for this proposed project on 7/19. I wanted to convey our concerns similar to those voiced by several of our neighbors:

1. Increased traffic and noise on Mission Drive @ Rovina. The stop signs at this intersection are already routinely blown with current traffic levels. We are concerned for safety and noise related to increased traffic.

We have a couple of suggestions we are hopeful the city will take to study:

1a. Open the private side of Rovina Lane for traffic from Petaluma Blvd. Alleviate/reduce traffic coming from McNear/Mission.

1b. Alternatively, open the property to the north of 2 Rovina for access to the new development.

Additionally, it is assumed the private portion of Rovina Lane will be open for pedestrian and bike traffic to/from Petaluma Blvd.

2. Include a corner market within the development of 2 Rovina. A small market for groceries, produce, drinks, etc.. Consider including a deli, cafe and/or restaurant for the neighborhood. Encourage biking and/or walking to the store, reduce traffic for around town errands, etc. There are many benefits to small corner stores within residential areas. My favorite city planner (Youtuber) has a great video on this: <https://www.youtube.com/watch?v=nuHQizveO1c>

Please provide a link to any additional information about the project as well as more detailed plans and design documents when available.

Thank you for considering these suggestions. We look forward to hearing the proposed solutions.

John Kelly
[REDACTED]

Rovina Lane Apartments

[REDACTED]
Sun 8/13/2023 4:10 PM

To: Janusek, Mike <mjanusek@cityofpetaluma.org>

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Dear Mr. Janusek,

It has come to our attention that an application has been submitted to the City of Petaluma for construction on the one-acre lot with the radio tower at 2 Rovina Lane. Please reference SB-330APN 019-210-009, City record #PLPR20230003 "The Pacific Companies Affordable Housing Project, 2 Rovina Lane".

This proposal is for two three story apartment complexes with 34 affordable rental units. The only access in and out of these apartments is a narrow road on Rovina Lane. This proposed development is located in the Riverview Community of upscale single-family dwellings valued upwards of \$1.5 million. The increase in traffic will be tremendous causing a detriment to the peace, safety and tranquility of our neighborhood. These apartments will have only 65 parking spaces available, which means that any additional parking will be on the public streets. There could be as many as 100+ people living in this small one-acre lot, which is far too dense a footprint. We purchased our home with the belief that we were moving to a tranquil, peaceful community at Riverview and trusted that the City of Petaluma would protect our rights to maintain that quality of life.

We understand that the city is under pressure to build affordable housing, but the use of this particular property in such a manner is ill advised and will have a negative impact on the homeowners already living there. Allowing this project to be approved will be potentially causing major traffic problems, noise pollution, excessive street parking and the inability to enjoy our homes in the manner they were intended.

As our city representative we are asking that you do not allow this project to go forward, or, at the very least, have it conformed to a more appropriate use of this location.

A reply to us reflecting your thoughts and addressing our very valid concerns would be greatly appreciated.

Thank you,

Greg and Chris O'Brien

[REDACTED]

Petaluma, CA [REDACTED]

[REDACTED]

[REDACTED]

Rovina Lane Apartments

Gary Oefinger [REDACTED]

Sat 8/12/2023 2:34 PM

To:Janusek, Mike <mjanusek@cityofpetaluma.org>

Cc:McDonnell, Kevin <kmcdonnell@cityofpetaluma.org>

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear Senior Planner Janusek and Mayor McDonnell,

I am contacting you to state my opposition to the proposed Rovina Lane Apartment Project as recently presented by the developer via zoom.

My opposition is primarily three fold:

1. A 34 unit development of one, two and three bedroom units will bring an incredible increase in round-the-clock traffic to this sleepy neighborhood. Without its own access, the increased 1.75 cars per unit, as estimated by the developer, would result in an increase of ONE HUNDRED AND EIGHTY passes up and down Rovina Lane, assuming cars average 1 1/2 trips per day. (60 cars leaving and returning once per day, half of them averaging a second trip per day.) We live on the corner of Mission and Rovina. This is by far the most likely route to and from this development. With our windows open, we clearly hear every vehicle that drives up Mission and Rovina. How can a city approve a project that so negatively impacts my household and others that would be subject to this assault on our peace and quiet . How would *you* feel about adding 180 cars passing in front of *your* homes?
2. With the lot being identified as one that supports a density of 8 to18 units, how does a responsible city justify taking advantage of SB330 and pack more than twice the recommended number of dwellings? Simply because it can, rather than what is in the best interest of *all*? The change to the neighborhood, the number of individuals out on the streets after hours, etc is sure to increase dramatically, and not in a good way. This in turn, combined with the traffic situation, is certain to devalue our homes. How fair is that??
3. The proposed three story structures are ugly, obtrusive and not in sync with the homes in the neighborhood. Again, this is something that will negatively reflect our home values. I understand the demand for affordable housing. I remember living for many years in 'less than desirable' locations when I couldn't afford more. You did what you could, paid your dues and tried to save your money. I don't recall neighborhoods being downgraded to accommodate me and my young family. That's not to say I'm not in favor of creating affordable housing for folks. But this is the wrong project in the wrong place and certainly of the wrong magnitude. What compromises can the city make to respect its tax paying, pro incumbent residents like me, a Petaluma resident since 1986?

GARY and TERESA OEFINGER

[REDACTED]
PETALUMA
[REDACTED]

Re: Rovina Lane Apartments

Mike Janusek <mjanusek@cityofpetaluma.org>

Mon 8/21/2023 4:39 PM

To: Gary Oefinger [REDACTED]

Cc: Andrew Trippel <atrippel@cityofpetaluma.org>

Dear Gary and Teresa Oefinger,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at any subsequent required public hearing for the project. The Pacific Companies submitted an SB 330 Preliminary Application to develop a 34-unit, 100% affordable multifamily project at 2 Rovina Lane on July 10, 2023. For eligible projects, SB 330 Preliminary Application is a pre-application streamlining opportunity that may be pursued **before** submitting any required discretionary General Application(s) to Planning for public review. It does not replace Petaluma's required discretionary entitlements, which include Conditional Use Permit (CUP) and Site Plan and Architectural Review (SPAR). In fact, any required discretionary General Application(s) must be submitted within 180 days of becoming eligible for SB-330 Preliminary Application process in order for SB 330 to apply. More information on the SB-330 processing timeline can be found [here](#).

The subject project has been found to be eligible for SB-330 streamlined permit review, and the applicant has 180 days from submittal of the Preliminary Application (January 5, 2024) to submit their formal required Site Plan and Architectural Review entitlement application with the City.

The ± 1.0-acre site is located within the Medium Density Residential (RM) General Plan land use designation, which allows for a density of 8.1-18.0 units per acre. As a 100% affordable project, the proposed project is eligible for State Density Bonus which allows density over allowable General Plan density for projects that achieve certain affordability levels. Additionally, projects eligible for State Density Bonus qualify for reduced parking minimums and may seek incentives or concessions to development standards after demonstrating that strict compliance would make construction infeasible due to cost. More information can be found here: <https://cityofpetaluma.org/housing-policies/>.

The formal entitlement application required for the project would be Major Site Plan & Architectural Review (SPAR), which would include plan review by City departments including Planning, Building, Fire, and Public Works. City staff will review site and building design, vehicle circulation, parking, and other public health, safety, and compatibility characteristics. Regarding traffic volumes and safety, environmental hazards, and noise, the project would be subject to CEQA, which would analyze these factors. More information on how traffic impacts are evaluated can be found here: <https://cityofpetaluma.org/vmt/>.

The project would be required to conduct a public hearing with the Planning Commission prior to any decision (approval or denial). Neighbors within 1000 feet would be noticed for any subsequent neighborhood meetings, and at least 10 days in advance of any public hearing.

More information about the proposed project can be found on the project webpage here: <https://cityofpetaluma.org/preliminary-application-project-submittals/>.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting Planner serving the City of Petaluma
City of Petaluma | Community Development
mjanusek@cityofpetaluma.org



Curious about what is happening with the Petaluma Fair and Fairgrounds? [Click to learn more](#).

From: Gary Oefinger [REDACTED]
Sent: Monday, August 21, 2023 3:50 PM
To: Mike Janusek <mjanusek@cityofpetaluma.org>
Cc: Andrew Trippel <atrippel@cityofpetaluma.org>
Subject: Fwd: Rovina Lane Apartments

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear Senior Planner Janusek,

I sent you the email shown below almost a week ago and have not heard from you. I don't mean to be aggressive, but time is of the essence in the issue we Riverview residents are facing.

Last week, a number of us walked the Riverview neighborhood to share information and get a sense of how homeowners are feeling about the proposed Affordable Housing development at 2 Rovina Lane. We passed out informational packets, including the information shared by the developer via zoom.

There is resounding opposition to the development as the plan stands. We collected more than thirty-five personal emails from surround households who want to have their voices heard. The neighborhood feels there is little concern from the city for the traffic, noise, safety, fire risk and aesthetics of the project.

While we understand that SB 330 was designed to encourage Affordable Housing in California, there is surely there is some room for compromise and the study of how a proposal might affect an established neighborhood. At this time, not only are we continuing to ask the City of Petaluma and Pacific West Communities to reconsider the size and scope of the development, we are asking the City of Petaluma, and the City Planning department of which you head, to proactively consider third party studies on our most pressing concerns, with an intent to persuade the developer to include the concerns we list below.

Understanding that there may be limits to what the City of Petaluma can do on a larger scope, we have questions about changes that can be made without affecting the cost or design of the project very much for the developer. Specifically, some ideas/questions include:

- The establish of stop signs and crosswalks at the three corners of Rovina and Jacquelyn Streets.
- The placement of speed bumps or other to control speeds up and down Rovina Lane.
- Permit parking for existing residents only, especially since the developer has insured us that there will be ample parking for residents and guests of the new project.
- The movement of the proposed "Dog Run" to a side of the development that does NOT abut to an existing home owner's property
- The placement of dumpsters and garbage bins away from (and out of view) of any existing home owner's property
- The placement of outdoor decks away from (not facing) the Jacquelyn Way resident's homes or the neighbors across the street from the proposed entrance to the complex

While this list is not comprehensive nor complete, I am sending it for your consideration should you be inclined to hear our concerns and act on our behalf as citizens of Petaluma. If I have erred in assuming these issues are to be directed to you, would you kindly inform me to whom I should address them.

I would greatly appreciate a response at your earliest convenience

GARY and TERESA OEFINGER

PETALUMA

From: Gary Oefinger
Sent: Saturday, August 12, 2023 2:34 PM
To: Janusek, Mike <mjanusek@cityofpetaluma.org>
Cc: McDonnell, Kevin <kmcdonnell@cityofpetaluma.org>
Subject: Rovina Lane Apartments

Dear Senior Planner Janusek and Mayor McDonnell,

I am contacting you to state my opposition to the proposed Rovina Lane Apartment Project as recently presented by the developer via zoom.

My opposition is primarily three fold:

1. A 34 unit development of one, two and three bedroom units will bring an incredible increase in round-the-clock traffic to this sleepy neighborhood. Without its own access, the increased 1.75 cars per unit, as estimated by the developer, would result in an increase of ONE HUNDRED AND EIGHTY passes up and down Rovina Lane, assuming cars average 1 1/2 trips per day. (60 cars leaving and returning once per day, half of them averaging a second trip per day.) We live on the corner of Mission and Rovina. This is by far the most likely route to and from this development. With our windows open, we clearly hear every vehicle that drives up Mission and Rovina. How can a city approve a project that so negatively impacts my household and others that would be subject to this assault on our peace and quiet . How would *you* feel about adding 180 cars passing in front of *your* homes?
2. With the lot being identified as one that supports a density of 8 to18 units, how does a responsible city justify taking advantage of SB330 and pack more than twice the recommended number of dwellings? Simply because it can, rather than what is in the best interest of *all*? The change to the neighborhood, the number of individuals out on the streets after hours, etc is sure to increase dramatically, and not in a good way. This in turn, combined with the traffic situation, is certain to devalue our homes. How fair is that??
3. The proposed three story structures are ugly, obtrusive and not in sync with the homes in the neighborhood. Again, this is something that will negatively reflect our home values. I understand the demand for affordable housing. I remember living for many years in 'less than desirable' locations when I couldn't afford more. You did what you could, paid your dues and tried to save your money. I don't recall neighborhoods being downgraded to accommodate me and my young family. That's not to say I'm not in favor of creating affordable housing for folks. But this is the wrong project in the wrong place and certainly of the wrong magnitude. What compromises can the city make to respect its tax paying, pro incumbent residents like me, a Petaluma resident since 1986?

GARY and TERESA OEFINGER

PETALUMA

Rovina Apartments

Gary Oefinger [REDACTED]

Mon 11/13/2023 9:26 PM

To: Kevin McDonnell <kmcdonnell@cityofpetaluma.org>

Cc: Mike Janusek <mjanusek@cityofpetaluma.org>; Blake Hooper <bmhooper1@gmail.com>; Pocekay, Dennis <dpocekay@cityofpetaluma.org>

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Gentlemen,

I've been meaning to email all of you to thank you for attending the "Know Before you Grow" presentation on the Rovina Apartment Project by Pacific Communities.

It's encouraging to see that you are interested in knowing as much as possible about the project before any decisions are made.

I am among a group of homeowners, currently over 25 households strong, in the Riverview Neighborhood, among which the proposed development would be built.

Our neighborhood is quite aware of the affordable housing crisis in California and the need to provide affordable housing in our area as well as others.

Our concern with the Rovina Apartment project is primarily one of risk in what has been deemed by the current fire chief as a 'high fire risk area'. (Quote taken from the Argus Courier reporting on a neighborhood grass fire a few years back) Adding 32 units in a one acre plot initially zoned for 8-18 units is indeed a large increase in density. At the same time, there are no additional evacuation routes or ingress/egress associated with the proposed dwellings. I made this point at the presentation the other night as you may recall.

There are other concerns, including a large increase in traffic, noise, inadequate parking and some project design shortcomings that subject current neighbors to unnecessary negatives (views and odors of garbage, sight lines, dog barking etc) that could possibly be ameliorated with some changes.

The builder's representative, Lauren Alexander, many times answered the question of why the developer couldn't include some of these larger and smaller changes by saying, "it wouldn't **pencil**". In other words, it would affect the developer's bottom line profit to a lesser, and undesirable number. This is the same stance she took when she came to our home and addressed a few of us that are heading our neighborhood collective voice.

At times Lauren promoted the out of state developer as almost an altruistic savior, graciously developing affordable housing for the fine people of Petaluma. But let's be clear: the developer is a huge corporate entity, looking to make as much money as possible, by capitalizing on the opportunities and concessions that SB330 currently offer. The plan is to build the project as large as is allowed, spend as little as possible in accommodations for the existing and future neighborhood, hire a local 'manager' and move on to the next development and advantage while SB330 is in effect.

Surely Petaluma deserves better than this. Affordable housing should be better than this. If the current project doesn't 'pencil', then perhaps it isn't the *right* project.

I'm hoping that intelligent, well meaning people such as yourselves will do what you can to make this project one that works best for everyone, not just the developer who is 'holding all the cards.'

Our neighborhood would not object to an affordable housing project if it could blend well with the existing neighborhood. Housing that would not put its tenants and fellow neighbors at a higher risk of a disastrous fire, or would add to the difficulty in the case of a needed evacuation. One that doesn't compromise the current neighborhood in any way but helps folks needing affordable housing in our city. One that is the right project in the right place at the right time, not just one that "pencils".

We appreciate your support in this matter.

Sincerely
GARY OEFINGER

Fwd: Opposition to Rovina Apartments Project

Trippel, Andrew <atrippel@cityofpetaluma.org>

Fri 8/18/2023 10:54 AM

To: Janusek, Mike <mjanusek@cityofpetaluma.org>

Andrew Trippel, AICP

Planning Manager, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
atrippel@cityofpetaluma.org



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Begin forwarded message:

From: D Rac <darrenracusen@gmail.com>
Date: August 16, 2023 at 7:01:37 PM CDT
To: "Trippel, Andrew" <atrippel@cityofpetaluma.org>
Subject: Fwd: Opposition to Rovina Apartments Project

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Hi Andrew,

I am not seeing this on the planning projects website. Is it up there yet? Is this a ministerial project vs discretionary?

----- Forwarded message -----

From: **Gary Oefinger** [REDACTED]
Date: Wed, Aug 16, 2023 at 4:05 PM
Subject: Opposition to Rovina Apartments Project
To: roger mcerlane <rogermcerlane@me.com>, <heidibauer2000@gmail.com>
Cc: <bmhooper1@gmail.com>, <rwhisman@yahoo.com>, <kvkarcg@gmail.com>, <darrenracusen@gmail.com>

Dear Planning Commission Members,

After sending this email to Planning Manager Trippel, we've decided to include all Planning Commission members in an attempt to be heard and keep you informed of what is going on in our Riverview neighborhood. It has come to our attention that Pacific Communities is seeking approval to build a low income housing (apartment) development in the one acre lot at 2 Rovina Lane. While zoned for 8-18 units, Pacific Communities is planning on constructing 34 units due to the allowances in SB330, the California housing crisis legislation.

Our neighborhood and particularly the home owners along the probable exit/entry route to these apartments are quite concerned about the traffic, noise, and safety, including fire and emergency risks services that will most certainly be affected should this development go through. There is no new planned route to this development, and using the developer's estimate of cars per household (1.75 average per unit) with an estimate of one and a half trips per day, Rovina Lane, a sleepy neighborhood side-street off Mission Drive, could see more than 180 more cars coming and going each day than it currently does. Additionally, 34 units of densely packed apartments among the dry, hilly open spaced neighborhood could result in a severe uptick in the risks of fire, not to mention a potential problem effecting insurance companies' willingness to write fire loss policies.

Without going into further detail at this time, would you please respond to let us know if this email and department is appropriate for directing correspondence and complaint? Additionally, any additional insight you could provide to insure that our considerations are heard and taken into account before this development moves forward would be greatly appreciated.

We are appearing on many different accounts, including dwelling density, traffic, noise, fire risk, clash to existing neighborhood architecture and type, devaluation to existing homes and more.

While we understand the need for more affordable housing in Petaluma, this particular project appears to be adversing affecting our neighborhood beyond what is fair.

Thank you,

GARY AND TERESA OEFINGER
GREG AND CHRIS O'BRIEN
RIVERVIEW NEIGHBORHOOD COMMUNITY

July 19, 2023

The Armony Companies

Attn: Lauren Alexander

I am writing you to oppose the intention of utilizing the access easement from Petaluma Blvd. S, which begins at my property located at 1450 Petaluma Blvd. S and extends to my other property located at 3 Rovina Lane. While I understand there is an existing "easement" granting access to the subject development property located at 2 Rovina Lane, but clearly this easement was established when the area was zoned 'rural residential' within the jurisdiction of Sonoma County. Your proposed use of the easement puts an unfair burden on my right to use my property. As you can see from the attached parcel map & google map the easement in question is part of my property, as the access road to both my parcels measures 20' x 553' (+/-) thus taking the square footage from my land. It is important to note, I pay property taxes on this land, I not only use this land from my own vehicular access, but my children and livestock use this land. The second issue, your proposed housing project is going to create significant traffic up and down "my road", without the benefit of knowing the exact number of units proposed, using the presumption of '20 units', at a modest 2 cars per household, and 3 vehicle trips per day we would be dealing with at minimum 120 vehicle trips per day. The third issue, these estimated 120 vehicle trips per day are using a 20' wide easement which only allows you have a single lane in & out.

I understand you have a "legal easement", but why would you use this easement to not only impact my ability to use my legal property as I see fit thus impacting my use and enjoyment of my property with no less than 120 vehicle trips per day, but spend at least \$100,000 dollars on improving a single lane road when there is existing City of Petaluma infrastructure on the South side of Rovina. There are already curbs, drainage, and this eliminates any need to take my land and impact my family property.

Additionally, I would oppose any development which called for near 20 units, as it does not fit in the neighborhood at all. The parcel is zoned R4 (8-18 units per acre), and while I understand the California/Petaluma has a shortage of homes, please propose a project which can blend into the neighborhood. Numerous other issues (Traffic, Noise Abatement, etc.), but I wanted to provide my initial feedback.

I appreciate you understanding my position and welcome any questions.

Thank you,

Lasen F. Osborne

[REDACTED]

[REDACTED]

OSBORNE /

[REDACTED]



1450 Petaluma
Blvd, S
019-210-035

3 Rovina Ln
019-210-035

2 ROVINA LN
HOUSING PLN

COMPLETELY VIABLE
ACCESS LOCATION
FROM SOUTH SIDE OF ROVINA LN
WITH MINIMAL IMPACT TO EXISTING
ROAD, AND MINIMIZES "TAKING"
MY PROPERTY OR IMPACTING LEGAL
USE OF MY PROPERTY

Action To Disallow Proposed Construction Of Affordable Housing On Plot 2 Rovina Lane, Petaluma

Paul Shedden [Redacted]

Thu 8/24/2023 1:21 PM

To: Mike Janusek <mjanusek@cityofpetaluma.org>

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Dear Mike,

My wife and I moved into [Redacted] in early 2012. We chose the house mainly because of the area and location. Riverview is a quiet, pretty and well maintained place to live, for which we are grateful. Property values reflect this and if the proposed construction of two 3 story affordable housing apartments is allowed to go ahead where the radio tower was recently removed, then this will be irrevocably changed for the worse. Property values will fall (who will compensate us for this?), the neighbourhood will be affected by street parking, as the proposed number of spaces for cars allocated to the new dwellings is woefully insufficient and crime is likely to increase. This last point, I feel embarrassed to mention, but it is my repeated experience (I am 61 years old) that where lower income earning families live, have higher crime rates regrettably follow. This was my experience both living in the UK where I was born and here in Petaluma California over the last 11 years.

I would also point out; the proposed number of units is double the number identified by the city of Petaluma for affordable housing in SB330.

My wife and I, as long standing tax payers in our wonderful city, would ask you to disallow/reject this project and reward our loyalty and support of Petaluma. We for example, based our manufacturing company here and employ local residents, pay corporate taxes in addition to personal. I am currently working with State Senator Mike McGuire's team to reduce carbon emissions and improve traffic flow in Petaluma.

I hope you can see the legitimacy of our concerns and support us.

Yours Sincerely

Paul & Amanda Shedden



Paul Shedden

President at Mission Engineering Inc.

Phone: [Redacted]

Email: [Redacted]

[Redacted]

[Redacted]



www.missionengineering.com

For and on behalf of Mission Engineering Inc.

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Re: Action To Disallow Proposed Construction Of Affordable Housing On Plot 2 Rovina Lane, Petaluma

Paul Shedden [REDACTED]

Mon 9/11/2023 1:01 PM

To: Mike Janusek <mjanusek@cityofpetaluma.org>

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Hi Mike,

I should add that my main concern is fire and loss of life. There will be accommodation for 65 cars, but realistically with 34 units, the number will be higher than this. There is only one road out of Riverside, which in the event of fire would have a large number of vehicles already trying to evacuate (without this project going ahead) using it from both Riverside and the KB Holmes estate just over the hill. Add in a further 70-100 vehicles and you now have a bottle neck that WILL lead to death or injury by fire/smoke inhalation for those further back along the road/queue and not being able to get out. The road is also not wide enough. It was given special compensation to be narrower than usually allowed when the estate was built and with cars parked either side and cars trying to escape, there would be no way for fire fighters to get into the area to attack the blaze.

I welcome you to visit the site and I can show you what I am referring to.

Thank you again Mike

Paul



Paul Shedden
President at Mission Engineering Inc

Phone [REDACTED]
Email [REDACTED]



[REDACTED]
[REDACTED]

www.missionengineering.com

For and on behalf of Mission Engineering Inc.

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From: Mike Janusek <mjanusek@cityofpetaluma.org>

Date: Friday, 8 September 2023 at 14:44

To: Paul Shedden [REDACTED]

Subject: Re: Action To Disallow Proposed Construction Of Affordable Housing On Plot 2 Rovina Lane, Petaluma

Dear Paul & Amanda Shedden,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at any subsequent required public hearing for the project. The Pacific Companies submitted an SB 330 Preliminary Application to develop a 34-unit, 100% affordable multifamily project at 2 Rovina Lane on July 10, 2023. For eligible projects, SB 330 Preliminary Application is a pre-application streamlining opportunity that may be pursued **before** submitting any required discretionary General Application(s) to Planning for public review. It does not replace Petaluma's required discretionary entitlements, which include Conditional Use Permit (CUP) and Site Plan and Architectural Review (SPAR). In fact, any required discretionary General Application(s) must be submitted within 180 days of becoming eligible for SB-330 Preliminary Application process in order for SB 330 to apply. More information on the SB-330 processing timeline can be found [here](#).

The subject project has been found to be eligible for SB-330 streamlined permit review, and the applicant has 180 days from submittal of the Preliminary Application (January 5, 2024) to submit their formal required Site Plan and Architectural Review entitlement application with the City.

The ± 1.0-acre site is located within the Medium Density Residential (RM) General Plan land use designation, which allows for a density of 8.1-18.0 units per acre. As a 100% affordable project, the proposed project is eligible for State Density Bonus which allows density over allowable General Plan density for projects that achieve certain affordability levels. Additionally, projects eligible for State Density Bonus qualify for reduced parking minimums and may seek incentives or concessions to development standards after demonstrating that strict compliance would make construction infeasible due to cost. More information can be found here: <https://cityofpetaluma.org/housing-policies/>.

The formal entitlement application required for the project would be Major Site Plan & Architectural Review (SPAR), which would include plan review by City departments including Planning, Building, Fire, and Public Works. City staff will review site and building design, vehicle circulation, parking, and other public health, safety, and compatibility characteristics. Regarding traffic volumes and safety, environmental hazards, and noise, the project would be subject to CEQA, which would analyze these factors. More information on how traffic impacts are evaluated can be found here: <https://cityofpetaluma.org/vmt/>.

The project would be required to conduct a public hearing with the Planning Commission prior to any decision (approval or denial). Neighbors within 1000 feet would be noticed for any subsequent neighborhood meetings, and at least 10 days in advance of any public hearing.

More information about the proposed project can be found on the project webpage here: <https://cityofpetaluma.org/preliminary-application-project-submittals/>.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
mjanusek@cityofpetaluma.org



Curious about what is happening with the Petaluma Fair and Fairgrounds? [Click to learn more.](#)

From: Paul Shedden [REDACTED]
Sent: Thursday, August 24, 2023 1:21 PM
To: Mike Janusek <mjanusek@cityofpetaluma.org>
Subject: Action To Disallow Proposed Construction Of Affordable Housing On Plot 2 Rovina Lane, Petaluma

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---
Dear Mike,

My wife and I moved into 208 Mission drive in early 2012. We chose the house mainly because of the area and location. Riverview is a quiet, pretty and well maintained place to live, for which we are grateful. Property values reflect this and if the proposed construction of two 3 story affordable housing apartments is allowed to go ahead where the radio tower was recently removed, then this will be irrevocably changed for the worse. Property values will fall (who will compensate us for this?), the neighbourhood will be affected by street parking, as the proposed number of spaces for cars allocated to the new dwellings is woefully insufficient and crime is likely to increase. This last point, I feel embarrassed to mention, but it is my repeated experience (I am 61 years old) that where lower income earning families live, have higher crime rates regrettably follow. This was my experience both living in the UK where I was born and here in Petaluma California over the last 11 years.

I would also point out; the proposed number of units is double the number identified by the city of Petaluma for affordable housing in SB330.

My wife and I, as long standing tax payers in our wonderful city, would ask you to disallow/reject this project and reward our loyalty and support of Petaluma. We for example, based our manufacturing company here and employ local residents, pay corporate taxes in addition to personal. I am currently working with State Senator Mike McGuire's team to reduce carbon emissions and improve traffic flow in Petaluma.

I hope you can see the legitimacy of our concerns and support us.

Yours Sincerely

Paul & Amanda Shedden



Paul Shedden

President at Mission Engineering Inc.

Phone: [REDACTED]

Email: [REDACTED]



[REDACTED]

[REDACTED]

www.missionengineering.com

For and on behalf of Mission Engineering Inc.

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Safety for Petaluma Citizens

Chantel Smith [REDACTED]

Wed 8/23/2023 7:37 AM

To: Andrew Trippel <atrippel@cityofpetaluma.org>; Brian Oh <boh@cityofpetaluma.org>; Mike Janusek <mjanusek@cityofpetaluma.org>

Cc: Tom Starke <tom@starkestructures.com>; Gary Oefinger <garyoefinger@gmail.com>

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To Whom It May Concern,

Quarry Heights, Sterling Hills, Riverview and the proposed Rovina Apartments will be too densely populated with only one exit off of the hill passable by two vehicles.

We have one too many examples of what happens in an emergency when people can't escape. We also have one too many examples of unprecedented emergencies happening.

This is the wrong development for the space. Please act accordingly.



When Hilary hit their small road, no one was prepared for the destruction that followed

Los Angeles Times



2 weeks after Lahaina wildfire, total number of deaths remains elusive with 100s still missing

hawaiinewsnow.com

Warmly,
Chantel Smith



Sent from my iPhone

Rovina Lane Apartments 8/18/2023

Tom Starke [REDACTED]

Fri 8/18/2023 11:56 AM

To: Janusek, Mike <mjanusek@cityofpetaluma.org>

Cc: [REDACTED]

 1 attachments (1 MB)

Rovina Jacquelyn Lane.heic;

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Micheal,

My name is Tom Starke, I live across the street from the proposed Rovina Lane Apartment project at 210 Jacquelyn Lane. I have a few of questions I'm hoping you can help me with?

Where is the City at with their decision on Pacific West Communities SB-330 Preliminary Application? Is there date or timeline you're working towards?

Is there going to be any public hearing where someone could voice their concerns about this project to the City?

I and some other neighbors have real concerns about traffic and life safety access to our subdivision with no additional pathways to Petaluma Blvd. At the Quarry Heights end of Jacquelyn Lane, you have townhouse high density living. This end of Jacquelyn Lane is not passable for two cars because of all the street parking. The Quarry Heights subdivision is in the process of adding an additional 90 Single Family Homes at the top of Jacquelyn Lane. Do you have any concerns about traffic congestion and life safety access? We all have witnessed what happens when a catastrophic fire happens with panic evacuations. People can be trapped. Please see attached map of concerns.

I am guessing the City will grant Pacific West Communities request for concessions on the All-Electric Construction and Residential Visitability and Universal Design? And the waivers on the Usable Open Space, Maximum Height limits and Setback minimums? Is this correct?

Any feedback or insight you can provide will be greatly appreciated to help my neighbors and myself understand the impact and the process for the proposed Rovina Lane Apartments.

Thanks for your help! Tom Starke

Tom Starke
Starke Structures, Inc.

Petaluma, CA

Re: Rovina Lane apartments project

Robert S [REDACTED]

Wed 8/23/2023 2:27 PM

To: Mike Janusek <mjanusek@cityofpetaluma.org>

Cc: Kevin McDonnell <kmcdonnell@cityofpetaluma.org>

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Hello Mike,

Thank you for the above information on this development. I was originally told by a member of the city that this development would be closer to Petaluma Blvd and would actually have access to Petaluma Blvd. What I understand now is that the proposed development is to be for a 3 story building housing 34 units and 65 parking spaces. Furthermore, the access to this proposed development will only be via Rovina Lane.

I currently live in this area and have been a resident since 2008 and have seen much development in this time frame. The area has changed but areas always do change and one hopes that it is for the better. I believe the city has managed to add hundreds of additional housing to this area since 2008 and has still managed to maintain the balance with already existing owners. This project however, the number of units and with only access via one small residential street, seems ill advised. I have personally walked this area many times and strongly feel the building of this development will create significant traffic issues and would substantially change the nature of this neighborhood and importantly put all residents at risk if any sort of emergency happened due to the limited access point.

We are strongly opposed to this development and are very willing to meet with you personally to explain our point of view on this matter.

Thank you,

Robert and Ivette Steger

On Wed, Aug 16, 2023 at 1:34 PM Janusek, Mike <mjanusek@cityofpetaluma.org> wrote:

Hi Robert,

Thanks for your email. The Pacific Companies submitted an SB 330 Preliminary Application to develop a 34-unit, 100% affordable multifamily project at 2 Rovina Lane on July 10, 2023. [SB-330](#) allows streamlined permit review timeframes and limits the number of public hearings for housing projects to five public hearings, including continuances and most appeal hearings. The applicant has 180 days from submittal of the Preliminary Application (January 5, 2024) to submit their formal entitlement application with the City. Neighbors within 1000 feet would be noticed for any subsequent neighborhood meetings, and at least 10 days in advance of any public hearing. The project would be required to conduct a public hearing with the Planning Commission prior to any decision (approval or denial).

More information can be found on the project webpage here: <https://cityofpetaluma.org/preliminary-application-project-submittals/>

Thank you,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community
Development
mjanusek@cityofpetaluma.org



Curious about what is happening with the Petaluma Fair and Fairgrounds? [Click to learn more.](#)

From: Robert S [REDACTED]
Sent: Thursday, August 10, 2023 1:34 PM
To: Janusek, Mike <mjanusek@cityofpetaluma.org>
Subject: Rovina Lane apartments project

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Hello,

I just found out about a proposed development called the Rovina Lane apartments. I live in the area but unfortunately missed the zoom meeting last month.
Can you please inform me of the current status.

Thank you for your time,
Ivette Steger

Re: Rovina Lane Project

Mike Janusek <mjanusek@cityofpetaluma.org>

Thu 4/18/2024 2:05 PM

To: Brian Breen [REDACTED]; Andrew Trippel <atrippel@cityofpetaluma.org>; sandi.lee.potter@gmail.com <sandi.lee.potter@gmail.com>; darrenracusen@gmail.com <darrenracusen@gmail.com>; rogermcerlane@mac.com <rogermcerlane@mac.com>; bmhooper1@gmail.com <bmhooper1@gmail.com>; rwhisman@yahoo.com <rwhisman@yahoo.com>; arider@archamy.com <arider@archamy.com>; heidibauer2000@gmail.com <heidibauer2000@gmail.com>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; Krose@cityofpetaluma.org <Krose@cityofpetaluma.org>; Orozco, Uriel <uorozco@cityofpetaluma.org>
Cc: Stephanie Breen [REDACTED]

Dear Brian Breen,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 18, 2023 comment.

Density

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. IZO Table 4.2 permits the "Dwelling, Multiple" use within the R4 zone. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Public Facilities

The project and surrounding residential land uses are adequately served by existing utilities. The project would install utility infrastructure onsite to connect the proposed buildings to existing utility infrastructure. The project would also install upgraded storm drain and sewer infrastructure within the existing Rovina Lane easement, as well as a new fire hydrant and associated infrastructure. In addition, the project applicant has been provided with an estimate of development impact fees and has committed to paying those fees prior to issuance of a certificate of occupancy. In addition, the project would provide public improvements such as a Rovina Lane widening from 20 feet to 32 feet, a 5-foot-wide public sidewalk along Rovina Lane.

Street Widths

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Parking

The project would provide 51 parking spaces through a combination of tuck-under parking below each building and a surface parking area at the rear of the site. While Petaluma IZO Table 11.1 requires 1

parking space per bedroom, or 60, State Density Bonus allows reduced parking requirements for two- and three-bedroom units pursuant to CA Gov't Code §65915(p)(1)(A-B), which reduces the required parking ratio to 1.5 spaces per 2- and 3-bedroom unit. 51 parking spaces exceeds the 43 space minimum required by State Density Bonus for the project.

Community Engagement

Per Section 24.100.A (Public Notice) of the IZO, a neighborhood meeting for a project subject to review by the Planning Commission, is required when a Project Site is within, immediately adjacent to, or in close proximity to a residential neighborhood. This project meets all these criteria, and the required neighborhood meeting was held on July 19, 2023. The applicant presented the most current site plan, building elevations, and 3D renderings at the meeting and received questions and comments from community members. Topics brought forward by attendees included using the Rovina Lane easement for site access, soil conditions, timing and impacts of construction, required public hearings, street parking, water capacity to serve the project, Density Bonus allowance, traffic, and radio antenna demolition. On April 12, 2024, a notice of public hearing was published in the Argus-Courier, posted to the site, and mailed to all property owners and occupants within 1000 feet of the Project Site. Throughout the project's Planning review, 22 written comments were received by Planning Staff, taken into consideration, and forwarded to the review authority for consideration prior to the April 23, 2024 public hearing.

Fire Safety and Public Safety

The project was reviewed for compliance with City regulations by the Fire Marshall and Emergency Manager and was found to be in compliance. The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE). Though the project is not located within a state-designated fire hazard severity zone, it is located within the City's mapped Wildland Urban Interface (WUI), and, as such, the project is required to maintain buffer zones, defensible space, and fire hardening requirements specified in Chapter 7A of the Building Code and Chapter 49 of the Fire Code. The project also precludes pyrophytic trees, exceeds ingress and egress requirements for Fire access, and is conditioned to include a KnoxBox to allow for emergency access only from the Rovina Lane private access easement.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
[Schedule a Virtual Counter Appointment](#)
mjanusek@cityofpetaluma.org



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From: Brian Breen [REDACTED]
Sent: Thursday, April 18, 2024 12:22 PM
To: Mike Janusek <mjanusek@cityofpetaluma.org>; Andrew Trippel <atrippel@cityofpetaluma.org>; sandi.lee.potter@gmail.com <sandi.lee.potter@gmail.com>; darrenracusen@gmail.com <darrenracusen@gmail.com>; rogermcerlane@mac.com <rogermcerlane@mac.com>; bmhooper1@gmail.com <bmhooper1@gmail.com>; rwhisman@yahoo.com <rwhisman@yahoo.com>; arider@archamy.com <arider@archamy.com>; heidibauer2000@gmail.com <heidibauer2000@gmail.com>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; Krose@cityofpetaluma.org <Krose@cityofpetaluma.org>
Cc: Stephanie Breen [REDACTED]
Subject: Rovina Lane Project

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Dear Planning Commission,

I hope this letter finds you well. I am writing to express my profound disapproval of the proposed affordable housing apartment project, 2 Rovina Lane, that is under consideration near my residence. While I am fully supportive of initiatives that provide affordable housing solutions, the present project's location and scale raise numerous valid concerns for the entire community.

It has come to my attention that the parcel in question was originally zoned for fewer than 20 units. However, the for-profit, out-of-state developer, Pacific West Communities, Inc., is seeking to double the number of units based solely on the classification of affordable housing. While I recognize the importance of affordable housing, the resulting density would be excessive for the area. This heightened density could lead to a host of issues, including overpopulation, strain on infrastructure safety, and a marked change in the character of our neighborhood.

One significant concern is the proposed access road to the apartment complex. The narrow residential road, which currently experiences infrequent traffic, is ill-equipped to accommodate the increased flow that the apartment complex would generate. This heightened traffic would disrupt the peaceful environment we currently enjoy and could lead to safety hazards for pedestrians, cyclists, and motorists alike.

What alarms me even more is the potential for emergency situations. With only one access road for the apartment complex, any emergency or evacuation efforts could quickly turn disastrous. If a fire or other crisis were to occur, the exit road would become heavily congested, blocking uphill residents and potentially putting lives in jeopardy.

Moreover, the inadequate parking provisions for the additional units are a significant concern. Tenants without sufficient parking options within the apartment complex will likely resort to parking on the already limited residential street. This would not only inconvenience the current homeowners but also worsen the traffic situation and further disturb the neighborhood's tranquility.

In conclusion, I strongly urge the reconsideration of both the location and the scale of the proposed affordable housing apartment project. While the goal of affordable housing is commendable, it should not come at the cost of our community's well-being, safety, and quality of life.

I kindly request that comprehensive community engagement and consultation take place before any decisions are made. The opinions and concerns of all stakeholders, **including the current residents**, must be taken into account to arrive at a solution that benefits everyone involved.

Thank you for your time and consideration of these pressing concerns. I am eager to engage in any forthcoming discussions or hearings regarding this matter and hope for a resolution that respects the integrity of our neighborhood.

Sincerely,

Brian and Stephanie Breen

[Redacted]
Petaluma, [Redacted]
[Redacted]

Brian J. Breen CFP®
Founder & Principal



CFP® | FIDUCIARY | FEE-ONLY
Simplifying the Complexities

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Petaluma, [Redacted]
[Redacted]

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Re: Rovina Lane

Mike Janusek <mjanusek@cityofpetaluma.org>

Thu 4/18/2024 1:50 PM

To: Gina Dentoni [REDACTED]

Cc: Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Gina Dentoni,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 18, 2023 comment.

Apartment Use/Density

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. IZO Table 4.2 permits the "Dwelling, Multiple" use within the R4 zone. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Street Widths

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Fire Safety and Public Safety

The project was reviewed for compliance with City regulations by the Fire Marshall and Emergency Manager and was found to be in compliance. The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE). Though the project is not located within a state-designated fire hazard severity zone, it is located within the City's mapped Wildland Urban Interface (WUI), and, as such, the project is required to maintain buffer zones, defensible space, and fire hardening requirements specified in Chapter 7A of the Building Code and Chapter 49 of the Fire Code. The project also precludes pyrophytic trees, exceeds ingress and egress requirements for Fire access, and is conditioned to include a KnoxBox to allow for emergency access only from the Rovina Lane private access easement.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development

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mjanusek@cityofpetaluma.org



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From: Gina Dentoni [REDACTED]
Sent: Thursday, April 18, 2024 9:06 AM
To: Mike Janusek <mjanusek@cityofpetaluma.org>
Subject: Rovina Lane

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

I am writing to voice my displeasure with the project on Rovina Lane. First the streets are already too narrow and curved for a fire truck to get there quickly . If two work trucks are across from each other my Camry barely fits through. Second, with the amount of money people are paying for their houses, putting up apartments right in the middle of a neighborhood is wrong.

I feel none of our objections have been listened to and it is disappointing that the city of Petaluma and its officials are turning a blind eye to the resident's concerns .

Traffic, parking and safety need to be considered when overpopulating this lot.

Please reconsider allowing this project to go through . Don't back people from out of town that will make their profits and leave. Listen to what the Petaluma residents are saying .

Gina Dentoni

Re: Rovina Lane Apartments

Mike Janusek <mjanusek@cityofpetaluma.org>

Thu 4/18/2024 12:15 PM

To: Denise Fedrick [REDACTED]

Cc: Orozco, Uriel <uorozco@cityofpetaluma.org>

📎 1 attachments (110 KB)

Fedrick CC_04.15.2024_Redacted.pdf;

Dear Denise Fedrick,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm.

City Staff provided a response with information about the project and SB 330 procedure on September 8, 2023 in response to your August 28, 2023 public comment letter. A formal entitlement application for Site Plan and Architectural Review (SPAR) was submitted on September 19, 2023. Please find a more detailed response from City Staff below on the topics presented in your August 28, 2023 comment.

Number of Units

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Street Widths

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

CEQA Environmental Review

The City of Petaluma has conducted environmental review in compliance with CEQA Guidelines Section 15061 (Review for Exemption) for the 2 Rovina Lane Affordable Housing Project. Based on the findings of this review, we conclude that the project qualifies for statutory exemption from CEQA pursuant to CEQA Guidelines Section 15194 (Affordable Housing Exemption).

Fire Safety

The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE).¹

Though the project is not located within a state-designated fire hazard severity zone, it is located within

the City's mapped Wildland Urban Interface (WUI), and, as such, the project is required to maintain buffer zones, defensible space, and fire hardening requirements specified in Chapter 7A of the Building Code and Chapter 49 of the Fire Code. The project also precludes pyrophytic trees, exceeds ingress and egress requirements for Fire access, and is conditioned to include a KnoxBox to allow for emergency access only from the Rovina Lane private access easement.

Air Quality & Noise

The project would be conditioned to implement of best management practices related to air quality and noise are required during all phases of construction and with therefore not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. As a residential project, there are no operation components that would present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

Biological Resources

A Biological Resources Analysis (BRA) was prepared for the project by Madrone Ecological Consulting on June 26, 2023. The Analysis, included as Attachment 6 to the April 23, 2024 Planning Commission staff report, confirmed the following: (1) The project does not contain wetlands. This was confirmed through review of the National Wetland Inventory published by the United States Fish and Wildlife Service as well as a site survey, which confirmed that no drainages or wetlands are present. (2) As detailed in the Arborist Report prepared by Horticultural Associates on November 9, 2023, the project site, associated public frontages, and Rovina Lane easement within which project construction activities will take place, contains 29 trees, of which eight are recommended for removal to accommodate the project as long term tree integrity will be compromised due to development impacts. As detailed in the BRA, trees onsite may provide nesting bird habitat. Though these trees may be used by individual nesting birds, the site is not considered to be valuable as an ecological community upon which species depend for their conservation and protection as nesting birds may utilize a variety of trees throughout the City and region and are not dependent only on the project site for their conservation and protection. Furthermore, as conditioned, nesting bird surveys are required prior to grading and tree removal. If nests are present, non-disturbance measures are required which will ensure protection of nesting birds during project construction activities. Lastly, all trees to be preserved will be protected through implementation of recommendations contained in the Arborist Report, which will ensure preservation of the remaining 21 trees which may also provide habitat for nesting birds. (3) The BRA includes a search of the California Natural Diversity Database (CNDDB), published by the California Department of Fish and Wildlife (CDFW) which indicates that four special status species have been documented in the vicinity of the study area. Though these species have been documented within the project vicinity, the site itself is either out of range of these species or lacks suitable habitat. Due to their absence onsite, the project will not harm any species protected by the federal Endangered Species Act or by the Native Plant Protection Act. (4) The project includes removal of eight trees, of which five are protected pursuant to Implementing Zoning Ordinance Section 17.040. Because the residential development will occur on one parcel, tree replacement is not required pursuant to Section 17.065 of the IZO, which specifies tree mitigation and replacement is only required for new commercial and/or residential development on two or more parcels. Regardless, the project will install 15 new trees, including 7, 24-inch box oak trees. Though the project will remove protected trees, replacement of these trees is consistent with the IZO.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development

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mjanusek@cityofpetaluma.org



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From: Orozco, Uriel <uorozco@cityofpetaluma.org>

Sent: Thursday, April 18, 2024 11:07 AM

To: Mike Janusek <mjanusek@cityofpetaluma.org>

Subject: Fw: Rovina Lane Apartments

Uriel Orozco

Planning Analyst, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
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uorozco@cityofpetaluma.org



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From: Denise [REDACTED]

Sent: Monday, April 15, 2024 1:40 PM

To: Orozco, Uriel <uorozco@cityofpetaluma.org>

Cc: Denise Fedrick [REDACTED]

Subject: Rovina Lane Apartments

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

I received a notice of Public Hearing regarding the Rovina Lane apartments. I am a Quarry Heights homeowner who backs up to the property (APN: 019-210-009) and you are holding a Public Hearing on. I highly oppose the project and have attached the letter I wrote and submitted to the City of Petaluma on August 8/28/2023 regarding my concerns.

I would like my concerns to be addressed.

Best Regards,

Denise Fedrick

Re: Rovina Lane Project

Mike Janusek <mjanusek@cityofpetaluma.org>

Thu 4/18/2024 3:06 PM

To: Gary Oefinger [REDACTED]
Cc: Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Gary Oefinger,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 18, 2023 comment.

Entitlement Process and SB 330

The project is subject to review under Senate Bill 330 – The Housing Crisis Act (SB 330). SB 330, which amends California's Housing Accountability Act, allows an applicant to submit a Preliminary Application for any housing development project, defined as a project that includes two or more units and is at least two-thirds residential by floor area. By submitting the Preliminary Application and complying with the timelines outlined in the bill, applicants can vest the zoning and objective design standards in effect at the time of application. SB 330 also shortens the required permit review timeframes and limits the number of public hearings for housing projects to five public hearings, including continuances and most appeal hearings. The public hearing limit does not include CEQA hearings, optional meetings, and/or hearings related to zoning variances or code exemptions.

The project submitted an SB 330 Preliminary Application on July 10, 2023, and subsequently filed its development application (SPAR) on September 19, 2023, within the required 180-day timeframe. A required Neighborhood Meeting, described below, was held on July 19, 2023, which counts against the five public meeting limit. SB 330 does not replace Petaluma's required discretionary entitlements, which include Site Plan and Architectural Review (SPAR) and CEQA. However, while it allows subjective design review standards to be applied, it instructs that a subjective standard shall not be used to deny a project submitted under SB 330, reduce the number of units, or render an affordable housing project financially infeasible.

Community Engagement

Per Section 24.100.A (Public Notice) of the IZO, a neighborhood meeting for a project subject to review by the Planning Commission, is required when a Project Site is within, immediately adjacent to, or in close proximity to a residential neighborhood. This project meets all these criteria, and the required neighborhood meeting was held on July 19, 2023. The applicant presented the most current site plan, building elevations, and 3D renderings at the meeting and received questions and comments from community members. Topics brought forward by attendees included using the Rovina Lane easement for site access, soil conditions, timing and impacts of construction, required public hearings, street parking, water capacity to serve the project, Density Bonus allowance, traffic, and radio antenna demolition. On April 12, 2024, a notice of public hearing was published in the Argus-Courier, posted to the site, and mailed to all property owners and occupants within 1000 feet of the Project Site. Throughout the project's Planning review, 22 written comments were received by Planning Staff, taken into consideration, and forwarded to the review authority for consideration prior to the April 23, 2024 public hearing.

Air Quality & Noise

The project would be conditioned to implement of best management practices related to air quality and noise are required during all phases of construction and with therefore not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. As a residential project, there are no operation components that would present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

Access to Petaluma Boulevard South

While a historic public access and utility easement in favor of the subject property exists along the private segment of Rovina Lane, the easement was recorded in 1949, prior to annexation into the City in 2017 and subsequent rezoning to multifamily residential. Currently, other easement holders are not supportive of providing public access to the project via the private road, and the City does not have nexus to require dedication of the private road as public right of way.

Aesthetics

The architectural style is appropriate for the project, and compatible with the character of the neighborhood. The project incorporates Farmhouse architectural elements including horizontal and vertical siding with board and batten elements, modest roof pitches, and a combination of projecting and recessed balconies. The design choices are appropriate in that they provide visual interest to the streetscape, compliment the scale and design of the single-family residences in the neighborhood. The siting of the structure on the property is appropriate for the site and as compared to the siting of other structures in the neighborhood. The proposed buildings are proposed on a pad cut into the hillside and present a two-story façade to the single-family houses in the neighborhood to the south and east and will be separated from other adjacent residences to the west, south, and east by approximately 85 feet, 65 feet, and 93 feet, respectively. The building on the City-owned site to the north is approximately 260 feet away.

Access to Transit and Other Resources

Consistent with Housing Element Policies 6.2 and 6.4, the project expands housing choice within a high-resource area in an existing neighborhood in that it is located adjacent to two existing PUDs, Riverview Planned Unit District and Quarry Heights PUD, both of which contain an existing bicycle and pedestrian network. The project is also located 0.2 miles from Petaluma Transit Route 501, which enables broader access to retail and personal services downtown and one block north of Riverview Park, in addition to providing on-site recreational opportunities for children and teenagers.

Density and Multifamily Use

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. IZO Table 4.2 permits the "Dwelling, Multiple" use within the R4 zone. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Parking

The project would provide 51 parking spaces through a combination of tuck-under parking below each building and a surface parking area at the rear of the site. While Petaluma IZO Table 11.1 requires 1 parking space per bedroom, or 60, State Density Bonus allows reduced parking requirements for two- and three-bedroom units pursuant to CA Gov't Code §65915(p)(1)(A-B), which reduces the required parking ratio to 1.5 spaces per 2- and 3-bedroom unit. 51 parking spaces exceeds the 43 space minimum required by State Density Bonus for the project.

Site Access and Traffic

I'm emailing you in advance of the upcoming meeting next week on the Rovina Lane Apartment project. I've been one of the organizers of our neighborhood group and we've met and corresponded over the past few months.

I intend to make some comments on Tuesday but wanted to include them in this form in case they might get lost in the discussion next week.

Our neighborhood understands the affordable housing crisis in the state, county and even the city of Petaluma. Our position has never been "Not in my backyard". Our hopes and our concerns center around the specifics of this project as it currently stands, and its lack of attention to a number of important issues that we have attempted to raise.

It appears to me that there are four main 'players' for lack of a better word, in this arena. 1. The Developer. 2. The Planning Commission and the City of Petaluma they represent. 3. The future residents of the affordable apartments, and 4. The existing neighbors and neighborhood around Rovina Lane.

To date, only the Developer and the Planning Commission have had any say in matters pertaining to the size, scale, scope and overall details to the project. The future residents of course haven't been established, but some of their needs and concerns are somewhat predictable. Finally, there are the neighbors who will be living with this new project in their existing neighborhood for many, many years to come. Their concerns and input have not had any influence or led to any change on the original and current plans.

I also think it is safe to summarize the positions of these four parties.

Developer: (from their website, underline and italics added) ... Since 1998, The Pacific Companies has successfully completed more than 160 multifamily and charter school projects in the western states, with a special focus on California. *We listen carefully to the desires of residents, local governments and other stakeholders* to build communities and schools that truly satisfy. For nearly a decade, the firm has had approximately 40 active projects at any given time, of which approximately 25 are fully sourced and in various stages of predevelopment, construction, and lease-up. Typically, 12-18 are actively under construction.

Fair to say that they are a large, out of state builder with a 'special focus on California' (their words). Could this be due to the huge SB330 developer advantages they enjoy and the minimal resistance interfering with their projects? Are they here altruistically?? Or are they here to take advantage of the affordable housing crisis and the financial gains it presents? It certainly represents a the core of their business. As far as carefully listening, this is simply website window dressing. There has been no acknowledgment of neighborhood opinion or any forum to work to make this a win-win for all sides. They are in California because there are huge opportunities here.

Planning Commission and City of Petaluma: Petaluma needs affordable homes. I imagine there isn't a long line of developers to choose from and there is pressure to conform to whatever a developer wants in order to secure a deal and increase the supply of affordable homes the city is expected to provide by 2030. However, shouldn't our City Planners take an active role in listening to all those concerned and working to secure a compromise for the betterment of all? Is it reasonable to 'rubber stamp' the approval of this project in addition to the density bonuses, concessions, reduced fees and streamlined processes from which the developer benefits? To date, this project has been accepted in

its entirety. Our meetings with the Developer's representative via zoom, personal invitation to our home and an informal information community presentation have produced one of two responses on any proposed changes or compromises to the original plans: 1. It's already been approved this way and we can't go back and change it or 2. "It won't pencil" (something that increases expenses or decreases profit to a less than desirable level than what the developer likes). Not a single change or alteration to the original plan presented to us has been made. Does this count as 'listening carefully'?

Future Residents: I think it is fair to say that fewer units, less noise, less traffic, plentiful parking and a means to enter and exit the site, especially in an evacuation situation would be 100% favored by residents. Additionally, an easement or road to Petaluma Boulevard would be helpful to access public transportation, the nearest grocery store and other amenities. Currently, this is not in the plans.

Existing Neighbors: We feel that additional ingress and egress, would provide additional evacuation routes and would lessen traffic and noise. Fewer overall units, would have less of an impact on the neighborhood some of us have lived in for more than fifteen years. Fewer units would include better parking, less noise, less car exhaust, better sight lines, And happier neighbors living at the complex. The builder asked for 32 units, the one acre site was originally zoned for up to 18. How about meeting in the middle at 24 or 25 units on two story buildings, not three? Why is 7 or 8 units unacceptable. Yes, less profit for the builder, and a few less units for Petaluma, but not by that many. But this would make a big difference for the existing neighborhood. On a broader scale, how about ALL the principle parties coming to the table to plan and construct something where everyone wins, no one feels railroaded and current neighborhoods welcome and exist with affordable housing residents. Isn't this what our city planners should be advocating for? Shouldn't we be sitting around a table working this out, rather than across from each other in opposition? It is not too late to avoid this misstep. Let's temporarily delay this project until we can come up with something where *everyone* wins, and as the Developer claims, residents, local governments and other stakeholders *are truly satisfied*.

Respectfully

Gary Oefinger


Petaluma

RE: Concerns Regarding 2 Rovina Ln. Affordable Housing Project

Mike Janusek <mjanusek@cityofpetaluma.org>

Thu 4/18/2024 1:40 PM

To: George, C B (Blake) SCPO USCG TRACEN PETALUMA (USA) <[REDACTED]>; Andrew Trippel <atrippel@cityofpetaluma.org>; sandi.lee.potter@gmail.com <sandi.lee.potter@gmail.com>; darrenracusen@gmail.com <darrenracusen@gmail.com>; rogermcerlane@mac.com <rogermcerlane@mac.com>; bmhooper1@gmail.com <bmhooper1@gmail.com>; rwhisman@yahoo.com <rwhisman@yahoo.com>; arider@archamy.com <arider@archamy.com>; heidibauer2000@gmail.com <heidibauer2000@gmail.com>; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; Krose@cityofpetaluma.org <Krose@cityofpetaluma.org>; Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Blake George,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 16, 2023 comment.

Site Access & Traffic

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. The project slopes from south to north with an average grade of $\pm 9\%$ and a maximum grade of $\pm 14\%$. The steepest slopes exist along the southern portion of the property, which limits site access along the Jacquelyn Lane public frontage. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Air Quality & Noise

The project would be conditioned to implement of best management practices related to air quality and noise are required during all phases of construction and with therefore not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. As a residential project, there are no operation components that would present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting Planner serving the City of Petaluma

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mjanusek@cityofpetaluma.org



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Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
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From: George, C B (Blake) SCPO USCG TRACEN PETALUMA (USA) [REDACTED]

Sent: Tuesday, April 16, 2024 1:43 PM

To: Mike Janusek <mjanusek@cityofpetaluma.org>; Andrew Trippel <atrippel@cityofpetaluma.org>; sandi.lee.potter@gmail.com; darrenracusen@gmail.com; rogermcerlane@mac.com; bmhooper1@gmail.com; rwhisman@yahoo.com; arider@archamy.com; heidibauer2000@gmail.com; Kevin McDonnell <kmcdonnell@cityofpetaluma.org>; Krose@cityofpetaluma.org

Subject: Concerns Regarding 2 Rovina Ln. Affordable Housing Project

Dear Planning Commission Members,

I am writing to express my complete disapproval of the proposed 2 Rovina Ln Affordable Housing Project, particularly concerning its entrance location directly across the street from my residence. This placement poses a significant safety concern for my family, especially for our three young daughters. The increased traffic flow, both incoming and outgoing, would undoubtedly create hazards for pedestrians, particularly children who frequent the area.

As parents, ensuring the safety and well-being of our children is our utmost priority. The placement of the entrance in such proximity to our residence greatly compromises their safety and peace of mind. We fear that the constant flow of traffic, especially during peak hours, would not only disrupt the tranquility of our neighborhood but also pose a serious risk of accidents or incidents involving pedestrians, particularly our children.

Moreover, the potential increase in noise pollution, congestion, and other disruptions associated with the housing project's proximity to our home is a matter of grave concern for us. We chose this neighborhood for its quiet and family-friendly atmosphere, and the proposed project threatens to undermine these qualities.

In light of these concerns, I urge the Planning Commission to reconsider the proposed location of the entrance to the 2 Rovina Affordable Housing Project. Alternative entrances that do not directly impact residential properties, particularly those with young children, should be explored to ensure the safety and well-being of all residents.

I appreciate your attention to this matter and trust that you will take our concerns into serious consideration during your deliberations on this project. Should you require any further information or clarification, please do not hesitate to contact me.

Thank you for your time and consideration.

Respectfully,

AMTCS Blake George, PMP
Evaluation Officer
Instructional Support Team
USCG Training Center Petaluma



Re: Rovina Lane Project Meeting

Mike Janusek <mjanusek@cityofpetaluma.org>

Thu 4/18/2024 2:11 PM

To: Teresa Oefinger

Cc: Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Teresa Oefinger,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 18, 2023 comment.

Density

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. IZO Table 4.2 permits the "Dwelling, Multiple" use within the R4 zone. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Public Facilities

The project and surrounding residential land uses are adequately served by existing utilities. The project would install utility infrastructure onsite to connect the proposed buildings to existing utility infrastructure. The project would also install upgraded storm drain and sewer infrastructure within the existing Rovina Lane easement, as well as a new fire hydrant and associated infrastructure. In addition, the project applicant has been provided with an estimate of development impact fees and has committed to paying those fees prior to issuance of a certificate of occupancy. In addition, the project would provide public improvements such as a Rovina Lane widening from 20 feet to 32 feet, a 5-foot-wide public sidewalk along Rovina Lane.

Noise

The project would be conditioned to implement of best management practices related to air quality and noise are required during all phases of construction and with therefore not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. As a residential project, there are no operation components that would present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

Parking

The project would provide 51 parking spaces through a combination of tuck-under parking below each building and a surface parking area at the rear of the site. While Petaluma IZO Table 11.1 requires 1 parking space per bedroom, or 60, State Density Bonus allows reduced parking requirements for two- and three-bedroom units pursuant to CA Gov't Code §65915(p)(1)(A-B), which reduces the required parking ratio to 1.5 spaces per 2- and 3-bedroom unit. 51 parking spaces exceeds the 43 space minimum required by State Density Bonus for the project.

Site Access and Street Widths

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle

between the buildings with a fire truck turnaround. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Fire Safety and Public Safety

The project was reviewed for compliance with City regulations by the Fire Marshall and Emergency Manager and was found to be in compliance. The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE). Though the project is not located within a state-designated fire hazard severity zone, it is located within the City's mapped Wildland Urban Interface (WUI), and, as such, the project is required to maintain buffer zones, defensible space, and fire hardening requirements specified in Chapter 7A of the Building Code and Chapter 49 of the Fire Code. The project also precludes pyrophytic trees, exceeds ingress and egress requirements for Fire access, and is conditioned to include a KnoxBox to allow for emergency access only from the Rovina Lane private access easement.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
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mjanusek@cityofpetaluma.org



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From: Teresa Oefinger [REDACTED]
Sent: Thursday, April 18, 2024 1:36 PM
To: Mike Janusek <mjanusek@cityofpetaluma.org>
Subject: Rovina Lane Project Meeting

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear Mr. Janusek,

As a 37 year voting resident of Petaluma, I have many concerns about the 2 Rovina Lane Project. I will be attending the upcoming meeting to support the concerns of my neighbors as the project stands now. I encourage all of us, the city, the planners, the neighbors and the builder to take a broader look at decisions that Petaluma makes in regards to housing and come to decisions that will be in the best interest of all, including new neighbors.

Since the initial meeting to inform residents about this project, the unwillingness to address the problems and to hear from all interested parties, is troubling. I do not oppose affordable housing on Rovina Lane. I oppose the scope of the project, 32 units on a parcel originally zoned for 18. The density will crowd the streets. It will increase fire risks, water use, noise. As the project stands now for tandem parking, this will additionally crowd the already narrow streets. In the case of evacuation, the narrow streets and lack of ingress and egress could lead to disaster. During this year's Christmas parade, the firetrucks were squeezed to get through the neighborhood. Imagine if an emergency ensued.

My request is that neighbors are heard and concerns addressed and amendments made to the project. A group of council members, planners, reps from the out of state builder and neighbors gather together, brainstorm and come to consensus for the best interest of all involved, including new neighbors. This is a way to build community support, to include residence in problem solving issues and show good will to all involved.

Thank you.

Sincerely,

Teresa Oefinger


Petaluma

Re: Planning commission meeting 2 Rovina Lane

Mike Janusek <mjanusek@cityofpetaluma.org>

Fri 4/19/2024 10:17 AM

To [REDACTED] Andrew Trippel <atrippel@cityofpetaluma.org>; sandi.lee.potter@gmail.com <sandi.lee.potter@gmail.com>; darrenracusen@gmail.com <darrenracusen@gmail.com>; rogermcerlane@mac.com <rogermcerlane@mac.com>; bmhooper1@gmail.com <bmhooper1@gmail.com>; rwhisman@yahoo.com <rwhisman@yahoo.com>; arider@archamy.com <arider@archamy.com>; heidibauer2000@gmail.com <heidibauer2000@gmail.com>; kmcdonnell@cityofpetalumja.org <kmcdonnell@cityofpetalumja.org>; Krose@cityofpetaluma.org <krose@cityofpetaluma.org>
Cc: Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Greg and Chris O'Brien,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 19, 2023 comment.

Entitlement Process and SB 330

The project is subject to review under Senate Bill 330 – The Housing Crisis Act (SB 330). SB 330, which amends California's Housing Accountability Act, allows an applicant to submit a Preliminary Application for any housing development project, defined as a project that includes two or more units and is at least two-thirds residential by floor area. By submitting the Preliminary Application and complying with the timelines outlined in the bill, applicants can vest the zoning and objective design standards in effect at the time of application. SB 330 also shortens the required permit review timeframes and limits the number of public hearings for housing projects to five public hearings, including continuances and most appeal hearings. The public hearing limit does not include CEQA hearings, optional meetings, and/or hearings related to zoning variances or code exemptions.

The project submitted an SB 330 Preliminary Application on July 10, 2023, and subsequently filed its development application (SPAR) on September 19, 2023, within the required 180-day timeframe. A required Neighborhood Meeting, described below, was held on July 19, 2023, which counts against the five public meeting limit. SB 330 does not replace Petaluma's required discretionary entitlements, which include Site Plan and Architectural Review (SPAR) and CEQA. However, while it allows subjective design review standards to be applied, it instructs that a subjective standard shall not be used to deny a project submitted under SB 330, reduce the number of units, or render an affordable housing project financially infeasible.

Community Engagement

Per Section 24.100.A (Public Notice) of the IZO, a neighborhood meeting for a project subject to review by the Planning Commission, is required when a Project Site is within, immediately adjacent to, or in close proximity to a residential neighborhood. This project meets all these criteria, and the required neighborhood meeting was held on July 19, 2023. The applicant presented the most current site plan, building elevations, and 3D renderings at the meeting and received questions and comments from community members. Topics brought forward by attendees included using the Rovina Lane easement for site access, soil conditions, timing and impacts of construction, required public hearings, street parking, water capacity to serve the project, Density Bonus allowance, traffic, and radio antenna demolition. On April 12, 2024, a notice of public hearing was published in the Argus-Courier, posted to the site, and mailed to all property owners and occupants within 1000 feet of the Project Site. Throughout the project's Planning review, 22 written comments were received by Planning Staff, taken

into consideration, and forwarded to the review authority for consideration prior to the April 23, 2024 public hearing.

Air Quality & Noise

The project would be conditioned to implement of best management practices related to air quality and noise are required during all phases of construction and with therefore not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. As a residential project, there are no operation components that would present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

Density and Multifamily Use

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. IZO Table 4.2 permits the "Dwelling, Multiple" use within the R4 zone. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Parking

The project would provide 51 parking spaces through a combination of tuck-under parking below each building and a surface parking area at the rear of the site. While Petaluma IZO Table 11.1 requires 1 parking space per bedroom, or 60, State Density Bonus allows reduced parking requirements for two- and three-bedroom units pursuant to CA Gov't Code §65915(p)(1)(A-B), which reduces the required parking ratio to 1.5 spaces per 2- and 3-bedroom unit. 51 parking spaces exceeds the 43 space minimum required by State Density Bonus for the project.

Site Access and Traffic

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Fire Safety and Public Safety

The project was reviewed for compliance with City regulations by the Fire Marshall and Emergency Manager and was found to be in compliance. The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE). Though the project is not located within a state-designated fire hazard severity zone, it is located within the City's mapped Wildland Urban Interface (WUI), and, as such, the project is required to maintain buffer zones, defensible space, and fire hardening requirements specified in Chapter 7A of the Building Code and Chapter 49 of the Fire Code. The project also precludes pyrophytic trees, exceeds ingress and egress requirements for Fire access, and is conditioned to include a KnoxBox to allow for emergency access only from the Rovina Lane private access easement.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
 Planner serving the City of Petaluma
 City of Petaluma | Community Development
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 mjanusek@cityofpetaluma.org



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From: [REDACTED]**Sent:** Thursday, April 18, 2024 8:03 PM

To: Andrew Trippel <atrippel@cityofpetaluma.org>; sandi.lee.potter@gmail.com <sandi.lee.potter@gmail.com>; darrenracusen@gmail.com <darrenracusen@gmail.com>; rogermcerlane@mac.com <rogermcerlane@mac.com>; bmhooper1@gmail.com <bmhooper1@gmail.com>; rwhisman@yahoo.com <rwhisman@yahoo.com>; arider@archamy.com <arider@archamy.com>; heidibauer2000@gmail.com <heidibauer2000@gmail.com>; kmcdonnell@cityofpetalumja.org <kmcdonnell@cityofpetalumja.org>; Krose@cityofpetaluma.org <krose@cityofpetaluma.org>; Mike Janusek <mjanusek@cityofpetaluma.org>

Subject: Planning commission meeting 2 Rovina Lane

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Dear Planning Commissioners,

We are writing to you in advance of the open meeting on Tuesday, April 23 at 6:00 pm. We wish to voice our extreme opposition to the planned development at 2 Rovina Lane. We are completely taken aback and frustrated in having NO say in this development despite being taxpaying, VOTING citizens of Petaluma for over 40 years. Only the Developer and the Planning Commission have had any say pertaining to the size, scale, scope and overall details of this project. The very valid concerns and potential negative impact of this project voiced by the residents of this neighborhood have been met with proverbial shoulder shrugging and "it's out of our hands" responses.

We are particularly concerned about the increased fire danger that would be created by adding 32 units to a small one acre lot that was originally zoned for 8 to 18 units. Only one very small access road in and out is planned. The out of state developer "The Pacific Companies" has a special focus on California. They have been realizing huge financial gains by taking advantage of SB330. They are allowed to fast track their projects without regard to the original intent of SB330. There is no altruism here, only a way to take advantage of the situation. They are here for the huge opportunities available to them because of California's attempt to handle its housing crisis. The neighborhoods they impact are of no consequence to them. Allowing them to almost double the units allowed because of the "density bonus" puts people at risk. Not to mention the traffic, noise and parking problems that are going to be created by this development.

We strongly urge reconsidering the location and the scope of this project, not only for the current residents but also for the future residents who potentially will be living there. The negative impacts on current residents will also impact negatively on the future residents as well. The opinions and concerns of everyone concerned should be taken into consideration.

Sincerely,

Greg and Chris O'Brien



Petaluma

Re: Neighborhood feedback 2 Rovina Lane

Mike Janusek <mjanusek@cityofpetaluma.org>

Mon 4/22/2024 9:30 AM

To: Daniel Guzman

Cc: Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Daniel Guzman,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 20, 2024 comment.

Apartment Use/Density

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. IZO Table 4.2 permits the "Dwelling, Multiple" use within the R4 zone. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Access and Transportation

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. While a historic public access and utility easement in favor of the subject property exists along the private segment of Rovina Lane, the easement was recorded in 1949, prior to annexation into the City in 2017 and subsequent rezoning to multifamily residential. Currently, other easement holders are not supportive of providing public access to the project via the private road, and the City does not have nexus to require dedication of the private road as public right of way. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Parking

The project would provide 51 parking spaces through a combination of tuck-under parking below each building and a surface parking area at the rear of the site. While Petaluma IZO Table 11.1 requires 1 parking space per bedroom, or 60, State Density Bonus allows reduced parking requirements for two- and three-bedroom units pursuant to CA Gov't Code §65915(p)(1)(A-B), which reduces the required parking ratio to 1.5 spaces per 2- and 3-bedroom unit. 51 parking spaces exceeds the 43 space minimum required by State Density Bonus for the project.

Fire Safety and Public Safety

The project was reviewed for compliance with City regulations by the Fire Marshall and Emergency Manager and was found to be in compliance. The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE). Though the project is

undoubtedly strain the existing infrastructure, which was not designed to accommodate such a dramatic increase in population density. Our streets are already busy, and the addition of so many cars will exacerbate traffic congestion, posing a significant risk to pedestrians, particularly children who may be walking or playing in the area.

Furthermore, our neighborhood's proximity to wildlife and the high fire risk in the region heightens my concerns about emergency preparedness. In the event of a fire or other disaster requiring mass evacuation, the limited access routes could create a dangerous bottleneck, potentially putting lives at risk. The addition of hundreds of new residents would only compound this problem, making it even more challenging to evacuate safely and efficiently. Please don't allow our neighborhood to be the next Lahaina.



I urge you to consider these concerns. My two requests for this project 1) the City explores multiple entry/exit points for this development which include direct access to Petaluma Blvd. This would enable quick evacuation access in the event of an emergency and reduces the amount of through traffic on the smaller neighborhood streets such as Jacquelyn Lane, which are already very busy. 2) Explore models of the development with a reduced number of units. Doubling or tripling the density of the neighborhood overnight is not logical and the neighborhood's infrastructure is simply not equipped for it. A more reasonable sized development would provide the future and current neighbors a safer and better experience.

Thank you for your attention to this matter. I look forward to a thoughtful and responsible approach that considers the best interests of all residents, both current and future.

Sincerely,

Dan Guzman





Apr 19, 2024

**Petaluma Planning Commission
11 English Street
Petaluma, CA 94952**

Re: 100% Affordable Project at 2 Rovina Lane

**By email: petalumaplanning@cityofpetaluma.org; rogermcerlane@mac.com;
heidibauer2000@gmail.com; bmhooper1@gmail.com; rwhisman@yahoo.com;
Jessica.94954@gmail.com; darrenracusen@gmail.com;
jcthompson@cityofpetaluma.org**

**CC: mjanusek@cityofpetaluma.org; pflynn@cityofpetaluma.org;
cityclerk@cityofpetaluma.org; cityattorney@cityofpetaluma.org**

Dear Petaluma Planning Commission,

The California Housing Defense Fund (“CalHDF”) submits this letter to remind the Commission of its obligation to abide by all relevant state housing laws when evaluating the proposed 32-unit, 100% affordable residential building at 2 Rovina Lane. The Housing Accountability Act (Gov. Code, § 65589.5; the “HAA”) requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. The HAA also bars cities from imposing conditions on the approval of such projects that would reduce the project’s density unless, again, such written findings are made.

As outlined in the staff report, the proposed development complies with local land use rules, including the City’s zoning code and General Plan. The HAA’s protections therefore apply, and the City must not reject the project, except based on health and safety standards, as outlined above. Furthermore, the Commission also may not deny the project due to subjective development review standards, such as aesthetics, as the HAA only permits consideration of objective standards. (Gov. Code, § 65589.5, subd. (j).)

CalHDF also writes to emphasize that the Density Bonus Law (Gov. Code, § 65915; the “DBL”) offers the proposed development certain protections. The Commission must respect these protections. In addition to granting the increase in residential units allowed by the DBL, the Commission must not deny the project the proposed waivers and concessions with respect

to all-electric construction, universal design, building height, fence/wall height, retaining wall terracing and coverage, height of fence on retaining wall, open space, compact parking stalls, tree requirements, and parking requirements, unless it makes written findings as required by Gov. Code, § 65915, subd. (e)(1) that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Increased density, concessions, and waivers that a project is entitled to under the DBL do not render the project noncompliant with the zoning code or general plan, for purposes of the HAA. (Gov. Code, § 65589.5, subd. (j)(3).) Of note, the DBL specifically allows for a reduction in required accessory parking in addition to the allowable waivers and concessions. (Gov. Code, § 65915, subd. (p).)

Additionally, the project is exempt from environmental review under CEQA Guidelines § 15194 (Affordable Housing Exemption) as it meets the eligibility requirements set forth in § 15192 (Threshold Requirements for Exemptions for Affordable Housing). And recent caselaw from the California Court of Appeal has affirmed that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

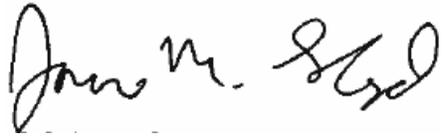
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit; it will bring increased tax revenue, new customers to local businesses, decarbonization in the face of climate crisis – and most importantly, with its provision of 32 badly-needed affordable units, it will reduce displacement of existing residents into homelessness or carbon-heavy car commutes. While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the Commission to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)3 non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,



Dylan Casey
CalHDF Executive Director

A handwritten signature in black ink, appearing to read "James M. Lloyd". The signature is written in a cursive style with a large initial "J" and "L".

James M. Lloyd
CalHDF Director of Planning and Investigations

Fw: To be Entered in the Record for the Aug 23rd Planning Commission Meeting

Mike Janusek <mjanusek@cityofpetaluma.org>

Mon 4/22/2024 4:12 PM

To: Orozco, Uriel <uorozco@cityofpetaluma.org>

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
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From: Mike Janusek <mjanusek@cityofpetaluma.org>**Sent:** Monday, April 22, 2024 4:11 PM**To:** il [REDACTED]**Subject:** Re: To be Entered in the Record for the Aug 23rd Planning Commission Meeting

Dear Ann Gardner,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 22, 2024 comment.

Parking

The project would provide 51 parking spaces through a combination of tuck-under parking below each building and a surface parking area at the rear of the site. While Petaluma IZO Table 11.1 requires 1 parking space per bedroom, or 60, State Density Bonus allows reduced parking requirements for two- and three-bedroom units pursuant to CA Gov't Code §65915(p)(1)(A-B), which reduces the required parking ratio to 1.5 spaces per 2- and 3-bedroom unit. 51 parking spaces exceeds the 43 space minimum required by State Density Bonus for the project.

Access and Transportation

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. While a historic public access and utility easement in favor of the subject property exists along the private segment of Rovina Lane, the easement was recorded in 1949, prior to annexation into the City in 2017 and subsequent rezoning to multifamily residential. Currently, other easement holders are not supportive of providing public access to the project via the private road, and the City does not have nexus to require dedication of the private road as public right of way. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold

Out my back is the Riverview Open Space Preserve, a steep hillside with dry grass and heritage oaks. This hillside caught fire on July 4th near Turnberry Court in 2016. Responding Battalion Chief **Schach**, who is now Petaluma's Fire Chief, was quoted in a newspaper article as saying that the only reason that the hillside field and perhaps even a home did not go up in flames was due to it having been a damp, misty night. (*see below for article link, pls)

Yet a proposal for an apartment complex with thirty-three units on a small lot at 2 Rovina Lane with no direct Petaluma Blvd access, nor sufficient on-site parking, is actually going forward, despite the danger. A mass neighborhood evacuation would be impossible. The project should not be approved as is.

I was at home during the 2016 fire but had no idea, even though it was close enough that I likely could have seen it from my back corner windows. Instead, I was in the laundry room with the door closed and "Alexa" playing loud piano music to try and soothe my dog who was in panic mode due to all the fireworks, legal AND illegal. I did not have my phone nor would I have heard anyone at my door. While we now have an improved emergency phone alert system, and I have my phone with me at almost all times, the systems are not guaranteed. Just ask the residents of Maui.

I also find it very concerning that with all the new and expanding neighborhoods in southwest Petaluma there has been no corresponding land set aside for accessible parks, like there already is in most of the rest of the town. Green parks can be developed with native grasses and other measures nowadays to mitigate water use and would not only enhance our well-being, but also help absorb carbon and heat: all of which are stated framework goals to our town's planning. So, why are residents in our part of town not entitled to these basic rights of safety & well-being?

I hope you can help us in both related matters. Thank you.

Ann Gardner
[Redacted]

* [Fourth of July fire renews calls for Petaluma fireworks ban](#)

Fourth of July fire renews calls for Petaluma fireworks ban

ERIC GNECKOW

Misty conditions slowed down the advance of a grass fire caused by illegal fireworks set off in a west Petaluma ...

Re: Public Comment Agenda Item 2 2 Rovina Lane

Mike Janusek <mjanusek@cityofpetaluma.org>

Mon 4/22/2024 4:22 PM

To:susankirks333@gmail.com [REDACTED]
Cc:Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Susan Kirks,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 22, 2024 comment.

Biological Resources

A Biological Resources Analysis (BRA) was prepared for the project by Madrone Ecological Consulting on June 26, 2023. The Analysis, included as Attachment 6 to the April 23, 2024 Planning Commission staff report, confirmed the following: (1) The project does not contain wetlands. This was confirmed through review of the National Wetland Inventory published by the United States Fish and Wildlife Service as well as a site survey, which confirmed that no drainages or wetlands are present. (2) As detailed in the Arborist Report prepared by Horticultural Associates on November 9, 2023, the project site, associated public frontages, and Rovina Lane easement within which project construction activities will take place, contains 29 trees, of which eight are recommended for removal to accommodate the project as long term tree integrity will be compromised due to development impacts. As detailed in the BRA, trees onsite may provide nesting bird habitat. Though these trees may be used by individual nesting birds, the site is not considered to be valuable as an ecological community upon which species depend for their conservation and protection as nesting birds may utilize a variety of trees throughout the City and region and are not dependent only on the project site for their conservation and protection. Furthermore, as conditioned, nesting bird surveys are required prior to grading and tree removal. If nests are present, non-disturbance measures are required which will ensure protection of nesting birds during project construction activities. Lastly, all trees to be preserved will be protected through implementation of recommendations contained in the Arborist Report, which will ensure preservation of the remaining 21 trees which may also provide habitat for nesting birds. (3) The BRA includes a search of the California Natural Diversity Database (CNDDDB), published by the California Department of Fish and Wildlife (CDFW) which indicates that four special status species have been documented in the vicinity of the study area. Though these species have been documented within the project vicinity, the site itself is either out of range of these species or lacks suitable habitat. Due to their absence onsite, the project will not harm any species protected by the federal Endangered Species Act or by the Native Plant Protection Act. (4) The project includes removal of eight trees, of which five are protected pursuant to Implementing Zoning Ordinance Section 17.040. Because the residential development will occur on one parcel, tree replacement is not required pursuant to Section 17.065 of the IZO, which specifies tree mitigation and replacement is only required for new commercial and/or residential development on two or more parcels. Regardless, the project will install 15 new trees, including 7, 24-inch box oak trees. Though the project will remove protected trees, replacement of these trees is consistent with the IZO.

CEQA Environmental Review

The City of Petaluma has conducted environmental review in compliance with CEQA Guidelines Section 15061 (Review for Exemption) for the 2 Rovina Lane Affordable Housing Project. Based on the findings of this review, we conclude that the project qualifies for statutory exemption from CEQA pursuant to CEQA Guidelines Section 15194 (Affordable Housing Exemption).

Access and Transportation

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. While a historic public access and utility easement in favor of the subject property exists along the private segment of Rovina Lane, the easement was recorded in 1949, prior to annexation into the City in 2017 and subsequent rezoning to multifamily residential. Currently, other easement holders are not supportive of providing public access to the project via the private road, and the City does not have nexus to require dedication of the private road as public right of way. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Fire Safety and Public Safety

The project was reviewed for compliance with City regulations by the Fire Marshall and Emergency Manager and was found to be in compliance. The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE). Though the project is not located within a state-designated fire hazard severity zone, it is located within the City's mapped Wildland Urban Interface (WUI), and, as such, the project is required to maintain buffer zones, defensible space, and fire hardening requirements specified in Chapter 7A of the Building Code and Chapter 49 of the Fire Code. The project also precludes pyrophytic trees, exceeds ingress and egress requirements for Fire access, and is conditioned to include a KnoxBox to allow for emergency access only from the Rovina Lane private access easement.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
[Schedule a Virtual Counter Appointment](#)
mjanusek@cityofpetaluma.org



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From: susan kirks [REDACTED]
Sent: Monday, April 22, 2024 2:32 PM
To: Orozco, Uriel <uorozco@cityofpetaluma.org>
Subject: Public Comment - Agenda Item 2 - 2 Rovina Lane

You don't often get email from [REDACTED] [Learn why this is important](#)

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Dear Planning Commissioners,

I am very concerned about this development proposal, the M Group consultants' finding for CEQA exemption, consultant group's communication with community members, and the findings in the Biological Resources and Arborist's reports.

I found Mike Janusek's response to community member Denise Fedrick's communication to be dismissive.

The current General Plan EIR adopted many years ago should not be considered a "community review" for the Rovina Lane property, especially in the area of environmental impacts to Biological Resources. There may be no delineated wetlands documented on the Rovina Lane property, but what the ecology of the property represents – open grassland with multiple mature area trees must be further studied and documented. How birds and wildlife interact with the property and area and the incredibly disturbing impacts of removing this property through development from the local grassland and woodland ecology must be further studied and considered

Without exception, the M Group consultants in Petaluma process development applications and put forth recommendations for approval.

The Madrone Ecological Consulting report on Biological Resources evaluation is based on one day of a site visit in April 2023 with database reviews such as the DFW CNDDDB. The CNDDDB can be utilized as a reference, but cannot be relied upon as a primary site documentation source.

At least three nesting surveys for ground and tree nesting birds should be performed between Feb 15 and August 31. Intersecting with the Arborist's report, no tree removal should be approved. It is clear from photographs along with knowledge of this area for habitat that the grassland and trees form a vibrant ecosystem. The observation of an active Red shouldered Hawk nest 400 ft from the proposed development site is significant. Red shouldered Hawks have fidelity to nesting sites. This could well be a longstanding selected nesting site. The Rovina Lane property may also comprise a relied upon foraging/hunting area by raptors and mammals for prey. Raptors and songbirds carefully select nesting sites for safety and availability of nutrition. An active raptor nest in close proximity to the grassland open space of Rovina Lane signifies a safe habitat area. This could be destroyed from approval of the proposal before you for review.

The report provided by Madrone Ecological Consulting, based on a one day site visit, is inadequate. So little open space, grassland habitat with undisturbed mature trees remain in southwest Petaluma, it is imperative to view this property as important to the local ecology, likely in support of multiple species's survival – and all of this during the climate crisis, which was not considered as part of the General Plan 2025.

The suggestion that, if trees removed would not be able to be replanted on site (because there wouldn't be room?), new trees could be planted somewhere else in the City is a mitigation measure from "the days of old" and is completely unacceptable.

One way developers and planners move proposals through the review and approval process is to minimize site descriptions to make properties seem like useless pieces of crap, just waiting to be graded and developed. I see this pattern in the documentation for this proposal. This is exactly how we have lost so much habitat and open space this very approach and dullness in the environmental review of such proposals. Dishonor to our environment. Yes, affordable housing is needed, but siting needs to be within the current environmental context.

I can sympathize with community members' concerns about wildfires and traffic impacts. This property is also located on the periphery of Petaluma. Apartments in the Rovina Lane location would be incongruent with a location near community services. But, moreover, THIS site has significant natural features with Biological Resources that have not been adequately evaluated.

This project proposal should indeed trigger CEQA for environmental review.

A better use of time would be to understand the Petaluma environment and not accept proposals such as 2 Rovina Lane when submitted.

Assessment for other wildlife in the vicinity of 2 Rovina Lane should also be documented and considered in a Biological Resources review. Those observations should occur at least 2x monthly during the 4 seasons to better understand habitat and movement patterns

Building the Biological Resources profile of 2 Rovina Lane would help community members understand the environment of the property and its role in the local ecology. As a Commission, you do not have even minimally adequate information before you to consider.

Sincerely,
Susan Kirks
(Conservationist/Naturalist)

Re: Planning commission meeting 2 Rovina Lane

Mike Janusek <mjanusek@cityofpetaluma.org>

Mon 4/22/2024 4:01 PM

To: Paul Shedden [REDACTED]

Cc: Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Paul Shedden,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 20, 2024 comment.

Apartment Use/Density

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. IZO Table 4.2 permits the "Dwelling, Multiple" use within the R4 zone. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Access and Transportation

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. While a historic public access and utility easement in favor of the subject property exists along the private segment of Rovina Lane, the easement was recorded in 1949, prior to annexation into the City in 2017 and subsequent rezoning to multifamily residential. Currently, other easement holders are not supportive of providing public access to the project via the private road, and the City does not have nexus to require dedication of the private road as public right of way. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Fire Safety and Public Safety

The project was reviewed for compliance with City regulations by the Fire Marshall and Emergency Manager and was found to be in compliance. The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE). Though the project is not located within a state-designated fire hazard severity zone, it is located within the City's mapped Wildland Urban Interface (WUI), and, as such, the project is required to maintain buffer zones, defensible space, and fire hardening requirements specified in Chapter 7A of the Building Code and Chapter 49 of the Fire Code. The project also precludes pyrophytic trees, exceeds ingress and egress requirements for Fire access, and is conditioned to include a KnoxBox to allow for emergency access only from the Rovina Lane private access easement.

Sincerely,

Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
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mjanusek@cityofpetaluma.org



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From: Paul Shedden [REDACTED]
Sent: Saturday, April 20, 2024 7:10 PM
To: Mike Janusek <mjanusek@cityofpetaluma.org>
Subject: Planning commission meeting 2 Rovina Lane

You don't often get email from paul@missionengineering.com. [Learn why this is important](#)

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Dear Mike,

Hope I find you well.

I want to enter this into public record regarding my grave concerns for this project.

If a fire was to break out at the top of the hill backing onto the new KB Hones site and Riverview, there would literally be hundreds of vehicles trying to escape down Mission Dr and then McNear Av. This would undoubtedly result in occupants of vehicles higher up the hill nearer the fire be overcome with smoke inhalation and death occurring. There is only two ways out of the KB Home site and most will head down Mission Dr as their closest escape route. Adding in this development will add upwards of a further 100 vehicles.

I know traffic counting equipment was installed to monitor vehicle egress on Mission Drive, but this was in my opinion pointless. Judging safety based on everyday traffic movement misses the point entirely. Only in the event of a fire will the true number of vehicles and ensuing chaos be known.

Whilst I appreciate the need for affordable housing and am not totally opposed to this, I do believe the number of habitable units needs to be allowed should be at the minimum level possible. I believe the 18 units originally granted is the maximum that should be authorized (but quite frankly that is still too many based on the concern I am raising).

What I say next is in no way meant to be a threat of any kind. More a statement of fact. If a fire does occur, you and your fellow committee members, with this concern clearly now raised, will be contributory negligent by failing at the committee meeting to take this into account.

I am sorry to be so blunt, but such are my real concerns, I feel I have no option.

I hope common sense prevails and human life is held higher than developer profit margins.

I thank you and your fellow committee members in advance for taking the time to read and consider this.

Yours truly

Paul Shedden ([REDACTED])

[REDACTED]

[REDACTED]

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Paul Shedden (President & Head Of Sales)

Sent from Paul Shedden iPhone

Sent from Paul Shedden iPhone

Re: Rovina Apartments wrong project, wrong place

Mike Janusek <mjanusek@cityofpetaluma.org>

Mon 4/22/2024 3:53 PM

To: Chantel Smith [REDACTED]
Cc: Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Chantel Smith,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 22, 2024 comment.

Site Amenities

The proposed dog relief pad would be approximately 500 sf, and the applicant has stated the pad would be too small for and would not be intended for recreation. Therefore, due to the short duration of use by pets, the dog relief pad is consistent with the noise regulations under IZO 21.040.A. The dog relief pad will reduce and minimize the amount of dog waste in areas adjacent to public sidewalks surrounding the site. The project is required to provide a covered trash enclosure per SPAR requirements with bins of adequate capacity required by Recology. The proposed trash enclosure provides adequate access to the refuse hauler, is not visible from public rights-of-way, provides matching materials to the primary structure, and complies with the applicable street side yard setback along Jacquelyn Lane. In addition, both site amenities would be sited approximately 15 feet below street level, and would be further buffered by a robust landscape scheme and terraced concrete block retaining walls.

Apartment Use/Density

The project site has a General Plan land use designation of Medium Density Residential, which allows for maximum density of 18 units per acre. The project site is zoned Residential 4 (R4), which is the implementing zoning district for the General Plan's Medium Density Residential designation. IZO Table 4.2 permits the "Dwelling, Multiple" use within the R4 zone. The proposed project demonstrated eligibility for an 80% State Density Bonus increase (32 total units) to the maximum allowable density of 18 units per acre as established by the current General Plan.

Access and Transportation

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. While a historic public access and utility easement in favor of the subject property exists along the private segment of Rovina Lane, the easement was recorded in 1949, prior to annexation into the City in 2017 and subsequent rezoning to multifamily residential. Currently, other easement holders are not supportive of providing public access to the project via the private road, and the City does not have nexus to require dedication of the private road as public right of way. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

Parking

The project would provide 51 parking spaces through a combination of tuck-under parking below each building and a surface parking area at the rear of the site. While Petaluma IZO Table 11.1 requires 1 parking space per bedroom, or 60, State Density Bonus allows reduced parking requirements for two- and three-bedroom units pursuant to CA Gov't Code §65915(p)(1)(A-B), which reduces the required parking ratio to 1.5 spaces per 2- and 3-bedroom unit. 51 parking spaces exceeds the 43 space minimum required by State Density Bonus for the project.

Fire Safety and Public Safety

The project was reviewed for compliance with City regulations by the Fire Marshall and Emergency Manager and was found to be in compliance. The project site is not located within a fire hazard severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE). Though the project is not located within a state-designated fire hazard severity zone, it is located within the City's mapped Wildland Urban Interface (WUI), and, as such, the project is required to maintain buffer zones, defensible space, and fire hardening requirements specified in Chapter 7A of the Building Code and Chapter 49 of the Fire Code. The project also precludes pyrophytic trees, exceeds ingress and egress requirements for Fire access, and is conditioned to include a KnoxBox to allow for emergency access only from the Rovina Lane private access easement.

Air Quality & Noise

The project would be conditioned to implement of best management practices related to air quality and noise are required during all phases of construction and with therefore not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. As a residential project, there are no operation components that would present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
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mjanusek@cityofpetaluma.org



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From: Chantel Smith <[REDACTED]>
Sent: Monday, April 22, 2024 11:10 AM
To: Mike Janusek <mjanusek@cityofpetaluma.org>
Subject: Rovina Apartments - wrong project, wrong place

Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Dear Mr Janusek,

I'm am writing to you in advance of Tuesday's open meeting to voice my opposition to the project at 2 Rovina Lane.

I have been a homeowner at [REDACTED] since 2010. We are particularly concerned with the proposed dog park and complex refuse center being located approximately 25 and 50 feet from my childrens bedrooms.

Also, we have are very scared about the increased fire danger adding more than 75 residents (32 units) to a dense complex initially zoned for a maximum of 18 units. Knowing how tight the existing streets are near and above the proposed project, I am extremely fearful of the disaster that could occur should a fire or other emergency require an immediate evacuation of the neighborhood. This project does not include additional ingress and egress for the Rovina residents or the surrounding neighborhood. Lastly, the proposed project, as it is, appears to be lacking in functional parking for its residents, which will likely add more cars parking on the streets. Between parking, increased traffic and noise, this project will change the feel of the neighborhood in a very negative way, and may not provide a very peaceful environment for the residents at the development either.

I have been a tax-paying, voting member of the community for my entire life. I am a third generation Petaluman. I am hoping my city will hear my concerns and work to facilitate a compromise to the Rovina Lane project that we can all live with.

Sincerely,
Chantel Smith

[REDACTED]

Sent from my iPhone

Re: Public Comment Agenda Item 2 2 Rovina Lane

Mike Janusek <mjanusek@cityofpetaluma.org>

Tue 4/23/2024 11:09 AM

To:susan kirks [REDACTED]

Cc:Orozco, Uriel <uorozco@cityofpetaluma.org>

Dear Susan Kirks,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 22, 2024 comment.

The commenter does not provide information that supports a conclusion that the project is precluded from use of the exemption due to a conflict with thresholds 15192 (d)(1-4) of the CEQA Guidelines as is relates to biological resources.

Comment Summary and Responses

- **The commenter believes the California Environmental Quality Act (CEQA) exemption is not justified and a full environmental review is necessary.**

There is nothing in this comment that provides substantial evidence that the project does not qualify for use of the statutory exemption. The exemption applicability is well documented and there is nothing provided by the commenter that supports preparation of a full environmental analysis.

- **The commenter asserts that one-day site visit and reliance on databases are insufficient. The commenter argues for multiple nesting bird surveys and a more thorough assessment of the ecosystem.**

The Biological Resources Analysis was prepared consistent with industry standards. Reliance on previously documented occurrences (e.g. in databases such as CNDDDB) as well as site visits collectively inform the type of species that could occur onsite. As noted in the BRA, several special-status species are documented within the vicinity of the site, but the site lacks suitable habitat for these species to occur onsite. The site is surrounded by roadways and residential development and is regularly disturbed (e.g. mowing), precluding use of the site by several species. However, the BRA confirms that birds may use the site for nesting and recommends appropriate conditions of approval to survey the site prior to tree removal. There is nothing to support the need for multiple surveys, nor is this a standard method used or required by CDFW. Nesting bird surveys prior to construction will ensure proper protections are in place if nesting birds are present.

- **The commenter asserts that the open grassland and mature trees are seen as crucial for local wildlife, especially considering the climate crisis. Mitigation by planting trees elsewhere is rejected by the commenter.**

The BRA confirms that the site provides suitable nesting habitat for protected birds, and appropriate conditions of approval. Site surveys and review of databases do not support the commenters conclusion that the site is "crucial for local wildlife." The commenter does not provide specific facts to support this argument.

- **The commenter criticizes the use of the General Plan EIR for environmental impact assessment due to its preparation “many years ago”.**
The General Plan and associated EIR analyzed buildout through 2025. The site and surrounding area are designated for residential development and the project is consistent with this residential designation. The General Plan EIR sets forth policies requiring site-specific biological resources analyses, which have been completed for the project and appropriate conditions of approval (e.g. bird nesting surveys, replacement of trees, tree protection during construction) have been imposed.
- **The commenter suggests focusing on understanding the local environment and rejecting proposals that threaten it. They advocate for a more comprehensive biological resources study.**
The BRA meets industry standards and there is no information provided by the commenter that supports the need for additional surveys.
- **The commenter criticizes the way the proposal downplays the value of the property and urges the commission to gather more information before considering approval.**
The project submittal included several technical studies to document existing conditions. There is no information provided by the commenter that suggests additional information is needed to analyze the project’s consistency within the existing regulatory context.

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
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From: susan kirks [REDACTED]
Sent: Monday, April 22, 2024 5:34 PM
To: Mike Janusek <mjanusek@cityofpetaluma.org>
Subject: Re: Public Comment - Agenda Item 2 - 2 Rovina Lane

---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

Mr. Janusek,

Thank you for confirming receipt of my comment for the Rovina Lane agenda item for Tuesday's Planning Commission meeting.

I'm unclear why you have included info in the email to me. I reviewed the staff report with other reports for this item. That prompted me to comment. Your apparent prepared response does not address the concerns I stated in my comment

Also, I believe the "staff" to whom you refer are the M Group planning consultants. Did you mean Brian Oh, the Community Development Director, reviewed and concurred with the consultants working in the Planning Department?

In any event, if you are able to take time to read my comment, you may discern that I am not in agreement with the extent of environmental review or the conclusion the Rovina Lane project is exempt from CEQA.

Susan Kirks
Conservationist/Naturalist

On Mon, Apr 22, 2024, 4:22 PM Mike Janusek <mjanusek@cityofpetaluma.org> wrote:

Dear Susan Kirks,

Thank you for your public comment, which is now a part of the public record for the project and will be reviewed by Planning Staff and considered by the Planning Commission at the public hearing on April 23, 2024 on or after 6:00pm. Please find a detailed response from City Staff below on the topics presented in your April 22, 2024 comment.

Biological Resources

A Biological Resources Analysis (BRA) was prepared for the project by Madrone Ecological Consulting on June 26, 2023. The Analysis, included as Attachment 6 to the April 23, 2024 Planning Commission staff report, confirmed the following: (1) The project does not contain wetlands. This was confirmed through review of the National Wetland Inventory published by the United States Fish and Wildlife Service as well as a site survey, which confirmed that no drainages or wetlands are present. (2) As detailed in the Arborist Report prepared by Horticultural Associates on November 9, 2023, the project site, associated public frontages, and Rovina Lane easement within which project construction activities will take place, contains 29 trees, of which eight are recommended for removal to accommodate the project as long term tree integrity will be compromised due to development impacts. As detailed in the BRA, trees onsite may provide nesting bird habitat. Though these trees may be used by individual nesting birds, the site is not considered to be valuable as an ecological community upon which species depend for their conservation and protection as nesting birds may utilize a variety of trees throughout the City and region and are not dependent only on the project site for their conservation and protection. Furthermore, as conditioned, nesting bird surveys are required prior to grading and tree removal. If nests are present, non-disturbance measures are required which will ensure protection of nesting birds during project construction activities. Lastly, all trees to be preserved will be protected through implementation of recommendations contained in the Arborist Report, which will ensure preservation of the remaining 21 trees which may also provide habitat for nesting birds. (3) The BRA includes a search of the California Natural Diversity Database (CNDDDB), published by the California Department of Fish and Wildlife (CDFW) which indicates that four special status species have been documented in the vicinity of the study area. Though these species have been documented within the project vicinity, the site itself is either out of range of these species or lacks suitable habitat. Due to their absence onsite, the project will not harm any species protected by the federal Endangered Species Act or by the Native Plant Protection Act. (4) The project includes removal of eight trees, of which five are protected pursuant to Implementing Zoning Ordinance Section 17.040. Because the residential development will occur on one parcel, tree replacement is not required pursuant to Section 17.065 of the IZO, which specifies tree mitigation and replacement is only required for new commercial and/or residential development on two or more parcels. Regardless, the project will install 15 new trees, including 7, 24-inch box oak trees. Though the project will remove protected trees, replacement of these trees is consistent with the IZO.

CEQA Environmental Review

The City of Petaluma has conducted environmental review in compliance with CEQA Guidelines Section 15061 (Review for Exemption) for the 2 Rovina Lane Affordable Housing Project. Based on the findings of this review, we conclude that the project qualifies for statutory exemption from CEQA pursuant to CEQA Guidelines Section 15194 (Affordable Housing Exemption).

Access and Transportation

The project was reviewed for compliance with City regulations by the City Engineer, Fire Marshall, and Public Works - Development Engineering. Access would be proposed via a 30-foot-wide, two-way driveway from Rovina Lane approximately 100 feet north of Jacquelyn Lane and an internal drive aisle between the buildings with a fire truck turnaround. While a historic public access and utility easement in favor of the subject property exists along the private segment of Rovina Lane, the easement was recorded in 1949, prior to annexation into the City in 2017 and subsequent rezoning to multifamily residential. Currently, other easement holders are not supportive of providing public access to the project via the private road, and the City does not have nexus to require dedication of the private road as public right of way. To provide fire apparatus access to the site, Rovina Lane would be widened from 20 feet to 32 feet. The project would also provide a 5-foot public sidewalk along the Rovina Lane public frontage. A traffic memo, prepared by DKS Associates, dated March 23, 2024 was prepared for the project and concluded the project would result in 13 PM peak hour trips, which is below the threshold for a full traffic analysis (50 peak hour trips). The traffic memo concluded the additional traffic associated with the proposed project constitutes a small percentage increase relative to existing roadway capacity and functional classification.

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Sincerely,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
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mjanusek@cityofpetaluma.org



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From: susan kirks <[REDACTED]>
Sent: Monday, April 22, 2024 2:32 PM
To: Orozco, Uriel <uorozco@cityofpetaluma.org>
Subject: Public Comment - Agenda Item 2 - 2 Rovina Lane

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Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.

Dear Planning Commissioners,

I am very concerned about this development proposal, the M Group consultants' finding for CEQA exemption, consultant group's communication with community members, and the findings in the Biological Resources and Arborist's reports.

I found Mike Janusek's response to community member Denise Fedrick's communication to be dismissive.

The current General Plan EIR adopted many years ago should not be considered a "community review" for the Rovina Lane property, especially in the area of environmental impacts to Biological Resources. There may be no delineated wetlands documented on the Rovina Lane property, but what the ecology of the property represents open grassland with multiple mature area trees must be further studied and documented. How birds and wildlife interact with the property and area and the incredibly disturbing impacts of removing this property through development from the local grassland and woodland ecology must be further studied and considered

Without exception, the M Group consultants in Petaluma process development applications and put forth recommendations for approval.

The Madrone Ecological Consulting report on Biological Resources evaluation is based on one day of a site visit in April 2023 with database reviews such as the DFW CNDDDB. The CNDDDB can be utilized as a reference, but cannot be relied upon as a primary site documentation source.

At least three nesting surveys for ground and tree nesting birds should be performed between Feb 15 and August 31. Intersecting with the Arborist's report, no tree removal should be approved. It is clear from photographs along with knowledge of this area for habitat that the grassland and trees form a vibrant ecosystem. The observation of an active Red shouldered Hawk nest 400 ft from the proposed development site is significant. Red shouldered Hawks have fidelity to nesting sites. This could well be a longstanding selected nesting site. The Rovina Lane property may also comprise a relied upon foraging/hunting area by raptors and mammals for prey. Raptors and songbirds carefully select nesting sites for safety and availability of nutrition. An active raptor nest in close proximity to the grassland open space of Rovina Lane signifies a safe habitat area. This could be destroyed from approval of the proposal before you for review.

The report provided by Madrone Ecological Consulting, based on a one day site visit, is inadequate. So little open space, grassland habitat with undisturbed mature trees remain in southwest Petaluma, it is imperative to view this property as important to the local ecology, likely in support of multiple species's survival and all of this during the climate crisis, which was not considered as part of the General Plan 2025.

The suggestion that, if trees removed would not be able to be replanted on site (because there wouldn't be room?), new trees could be planted somewhere else in the City is a mitigation measure from "the days of old" and is completely unacceptable.

One way developers and planners move proposals through the review and approval process is to minimize site descriptions to make properties seem like useless pieces of crap, just waiting to be graded and developed. I see this pattern in the documentation for this proposal. This is exactly how we have lost so much habitat and open space this very approach and dullness in the environmental review of such proposals. Dishonor to our environment. Yes, affordable housing is needed, but siting needs to be within the current environmental context.

I can sympathize with community members' concerns about wildfires and traffic impacts. This property is also located on the periphery of Petaluma. Apartments in the Rovina Lane location would be incongruent with a location near community services. But, moreover, THIS site has significant natural features with Biological Resources that have not been adequately evaluated.

This project proposal should indeed trigger CEQA for environmental review.

A better use of time would be to understand the Petaluma environment and not accept proposals such as 2 Rovina Lane when submitted.

Assessment for other wildlife in the vicinity of 2 Rovina Lane should also be documented and considered in a Biological Resources review. Those observations should occur at least 2x monthly during the 4 seasons to better understand habitat and movement patterns

Building the Biological Resources profile of 2 Rovina Lane would help community members understand the environment of the property and its role in the local ecology. As a Commission, you do not have even minimally adequate information before you to consider.

Sincerely,
Susan Kirks
(Conservationist/Naturalist)

Fw: 2 Rovina Lane

Andrew Trippel <atrippel@cityofpetaluma.org>

Tue 4/23/2024 6:53 PM

To: Orozco, Uriel <uorozco@cityofpetaluma.org>

Cc: Dylan Brady <DBRADY@cityofpetaluma.org>; Mike Janusek <mjanusek@cityofpetaluma.org>; Jessica Power <JPower@cityofpetaluma.org>

Hi Uriel,

Please publish this to the public record.

Thanks,

Andrew

Andrew Trippel, AICP

Planning Manager, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
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atrippel@cityofpetaluma.org



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From: Jessica Power <JPower@cityofpetaluma.org>**Sent:** Tuesday, April 23, 2024 5:19 PM**To:** Mike Janusek <mjanusek@cityofpetaluma.org>; Andrew Trippel <atrippel@cityofpetaluma.org>; Dylan Brady <DBRADY@cityofpetaluma.org>**Subject:** 2 Rovina Lane

Good Afternoon,

Thank you for inquiring about the project at 2 Rovina Lane. Our department has been involved in the reviews of the application, and done extensive reviews of the project, including site visits to the area. The project meets the Fire Code requirements, including the fire resistive construction required for new development in the Wildland Urban Interface as adopted by the City of Petaluma. The project is also working with our department to go above and beyond the requirements, and will have approval of their defensible space vegetation plan, which is not currently a minimum requirement. These are two of the most important factors in buildings surviving a wildfire. In addition, they not only have their required access point, they have access to Rovina Lane to Petaluma Boulevard in case of a large evacuation.

Sincerely,

Fw: 2 Rovina Ln Project: street traffic suggestions

Mike Janusek <mjanusek@cityofpetaluma.org>

Wed 4/24/2024 9:19 AM

To: Orozco, Uriel <uorozco@cityofpetaluma.org>

Hi Uri,

One more to redact and post.

Thanks,
Mike

Mike Janusek, AICP

Senior Planner, M-Group Consulting
Planner serving the City of Petaluma
City of Petaluma | Community Development
[Schedule a Virtual Counter Appointment](#)
mjanusek@cityofpetaluma.org



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From: Amanda Descagnia [REDACTED]
Sent: Tuesday, April 23, 2024 5:54 PM
To: Mike Janusek <mjanusek@cityofpetaluma.org>
Subject: 2 Rovina Ln Project: street traffic suggestions

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Good evening,

I fully support the 32 unit project at 2 Rovina Ln. No complaints on that.

I am optimistic the city of Petaluma will make additional changes to streets given that we will see an increase in traffic on Jacquelyn Ln as a result of the complex being built.

I live in Quarry Heights. Jacquelyn Ln becomes essentially one lane because cars are parked on both sides of the already narrow street. It is reasonable to assume there will be a significant increase in vehicle traffic on Jacquelyn as a result of this project. The cars will drive by at least two parks and at least 100 homes on their way to 2 Rovina Ln.

We really need speed bumps on Jacquelyn. People speed all the time and blow through stop signs. We really need to get people to “slow the fast down” and I think speed bumps would help. My Jeep was actually totaled (hit and run by a drunk driver) while it was parked on Jacquelyn.

Additionally, and I know this is wildly unrealistic, but I really wish the city of Petaluma owned the remainder of Rovina Ln—the portion that connects to Petaluma Blvd. If the 50 60+ cars we know will park at 2 Rovina could just access Rovina via Petaluma Blvd, that would decrease the high traffic we see on Jacquelyn. The traffic on Jacquelyn is an absolute nightmare because the street is so narrow. I really really wish the city could somehow buy that portion of Rovina. It seems unfair all these new cars will have to pass by 100+ houses to get home rather than just the 4 that exist on that private section of Rovina.

I understand McNear is close by but let’s be real—we know most people will take Jacquelyn to Rovina if they’re returning from 101.

Thank you for taking the time to read my email. I’m looking forward to seeing how nice the buildings look in the future!

Best,
Amanda Descagnia

Re: Rovina Lane Apartments Plan Set

Jason Osborne [REDACTED]

Tue 4/23/2024 6:19 PM

To: Lauren Alexander [REDACTED]; Orozco, Uriel <uorozco@cityofpetaluma.org>; Mike Janusek <mjanusek@cityofpetaluma.org>

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Lauren,

Thanks for chatting.

As we discussed, here are my comments:

1. If you could please provide the dimensions of any new access (via gate, or road) onto my property from Jacquelyn Lane as I want to ensure I have unabated access to my ADU.
2. I would like to finalize a plan for providing utility (power/sewer/gas) stub-outs for both my properties [REDACTED]
3. I want to reiterate I do not support "opening" access from Petaluma Blvd. S to the development. I did see several public comments supporting opening the lane to vehicles. I do acknowledge there is an existing access easement granted, but as we discussed this was created when the property was County Jurisdiction and zoned "rural residential". Additionally, and most important the actual 'road' is part of my actual property. *Lauren you and I have discussed this, and we are on the same page, therefore my comment is more to 'go on record'.

Sorry these comments came so late.

Thank you,

Jason F. Osborne
[REDACTED]

From: Lauren Alexander [REDACTED]
Date: Friday, April 19, 2024 at 2:11 PM
To: Jason Osborne [REDACTED]
Subject: Rovina Lane Apartments - Plan Set

Hi Jason,

I marked up Civil Sheet 2 of 4 showing where the current gate is, approximately, and the stare of the access easement. You should be able to see on this sheet where our driveway is relative to your second property. The driveway will be a right-in, left-out only.

<https://we.tl/t-qf7zEAafIJ>

Best,

Lauren Alexander | The Armony Companies

