

## 5400 Old Redwood Hwy public hearing

Garrett Hill [REDACTED]

Mon 1/22/2024 11:55 AM

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

Cc: Hines, Heather <hhines@ci.petaluma.ca.us>

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To whom it may concern,

I am writing to comment on the application for annexation of the subject property.

While I support the annexation in general, I would like the city and planning department to commit to rezoning the Redwood business park before the annexation is approved.

Currently, my property, 1310 Redwood Way, is zoned as PCD. Over the past ten years, I have had several informal discussions with planners about the potential development of my property and the types of tenants I can accommodate. In many cases, the current zoning of PCD has made it difficult to understand if my projects are permitted use. I have been told this is due to a lack of information on the original terms of the PCD. I have also heard that the planning department supports this change but has not had the time to do the work needed to make the change.

I am asking for the change of the zoning from PCD to business park to be made as part of this annexation. It would only make sense to have one continuous zone in this area.

I appreciate your consideration and hope you take the time to have commissioners comment on my ask in this hearing.

*Regards,  
Garrett*

# City of Petaluma, California

## Memorandum

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Community Development Department | Planning Division  
11 English Street, Petaluma, CA 94952  
(707) 778-4470 | PetalumaPlanning@cityofpetaluma.org

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DATE: January 22, 2024

TO: Planning Commission

FROM: Andrew Trippel, AICP, Planning Manager  
Mike Janusek, AICP, Senior Planner

SUBJECT: Response to Planning Commission Questions Concerning the 5400 Old Redwood Highway Public Hearing Agendized for Review on January 23, 2024

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Below, please find questions submitted by Planning Commissioners in advance of the public hearing to consider recommendations to the City Council concerning the rezoning for annexation and application for reorganization (Annexation) for the properties located at 5400 Old Redwood Hwy.; APNs 047213017 and 137011048. A staff response is provided following each question.

**1. I didn't see any information of how much fill was placed to create this site, or what year the site was filled, or what year the existing building were built?**

The uses and buildings were legally established in the County. According to Assessor data, the site was developed in 1966. The County was unable to provide building permit history. Since purchasing the property, the applicant (Cornerstone) has not built any new structures.

**2. I don't see any reference to flood mapping in the packet. What would be the impacts for upstream and downstream flooding if this site were developed?**

Rezoning to Floodplain Combining District (FP-C) is requested because the project site is located within the FEMA Floodplain (please refer to Attachment A, Exhibit 1 – Amended Zoning Map). No development is being proposed. Future development, if proposed, would be required to comply with all regulations contained in IZO Chapter 6 – Floodway and Floodplain Districts, including a zero net fill policy for development within the floodplain.

**3. What is the footprint of a potential development? How much lower is 5400 vs. the surrounding properties?**

No future development is proposed. If annexation is supported by the City, then the property, including new development proposals, would be subject to all City regulations upon annexation. Additionally, the Open Space land use designation and creek setback requirement would reduce developable area.

**4. This seems to be moving ahead of the UGB renewal. Why? What is the difference with the UGB designation for Cornerstone vs. the Scott property. Reference: Scott property**

**is on Corona Road close to the SMART station and is within the sphere of influence in the UGB.**

On Monday, January 22, 2024, the City Council will receive a presentation and provide feedback and direction regarding the preparation of a ballot measure (required) to extend Petaluma's Urban Growth Boundary. Staff's recommendation to the City Council is that they direct staff to prepare a measure for the November 2024 ballot to extend the UGB, including the following specifics:

- No change to the existing UGB boundaries or expansion areas that were established in 1998 and renewed in 2010 until 2025;
- Extend the expiration of the UGB to 2050; and
- Modify General Plan Policy 1-P-32, Exception III to allow expansion of an approximately ½ mile radius from a rail transit station for Transit Oriented Development

The recommendations would not result in a change in the status of the parcels included in the proposal before the Planning Commission. If General Plan Policy 1-P-32 is modified to allow expansion of the UGB in this area of the City, the Scott property would be included in such an expansion.

[Background: In 1998, when the Petaluma City Council placed a measure on the ballot to adopt an Urban Growth Boundary (UGB), which largely mirrored the 1987 Urban Limit Line, it was overwhelmingly supported by Petaluma voters. The UGB confined the growth and physical development of Petaluma, and the initial term of the UGB was extended to 2018. In 2010, after adopting the General Plan 2025 and well ahead of the 2018 expiration of the UGB, the City Council placed a ballot measure before the voters to extend the UGB to 2025. No other changes were made to the UGB in 2010 other than an extension of time to 2025 and associated General Plan amendments to reference the extension.]

5. **Cornerstone vs. Scott property, Scott property has city water; proximity to a rail station, fills a housing need. I would like to know how long Cornerstone has been working with city staff on this proposal.**

The PLZA application was submitted on June 1, 2023. Cornerstone initially proposed mixed-use development (The Barn) in the Fall of 2021, and they were informed that the City wouldn't support further development due to Floodplain conditions. This proposal doesn't seek to expand development, only provide City services to make use of existing development feasible. Any future development would be subject to discretionary review.

6. **How challenging is this utility plan? Is installing over 700 feet of sanitary sewer ambitious or run-of-the-mill?**

This is a typical extension for annexation, as each property is required to have water and sewer. It would not be considered too ambitious of a requirement on the developer. The alignment would be changed to install the sewer on the edge of the roadway, and the sewer lateral would be private. The project would also be conditioned to remove the existing septic system.

7. **Are there any concerns about the longevity of such an addition to our system? Especially given the proximity to waterway?**

The engineering design would include anticipated flows with standard slopes to eliminate the potential overflows and risks near the waterway. Removing the existing septic would help reduce overall and long-term risks to environment.

**8. What is the associated cost to the City of this proposed utility plan (as outlined in attachment D)? What costs will the applicant cover?**

The applicant would be required to fully implement the required extensions and connections, and all costs would be borne by the applicant.

**9. What is the current shortfall of our Public Works department? What projects are underfunded?**

Because the applicant would be required to bear all costs for the extension of and connection to City services, no City funds would be required to be expended on the project.



# CITY OF PETALUMA

POST OFFICE BOX 61  
PETALUMA, CA 94953-0061

Mike Healy  
Councilmember

November 17, 2015

Mr. Alon Adani  
Cornerstone Properties  
5401 Old Redwood Highway, Suite 110  
Petaluma, CA 94954

Re: East Petaluma SMART Station

Dear Mr. Adani:

Thank you for your letter of November 12. We respectfully disagree with your conclusion that the Adobe Lumber site is preferable to the long-identified Corona site, either from the perspective of SMART or that of the City of Petaluma.

As you note, on November 3 the Petaluma City Council directed City staff to bring forward a proposed modification to our Traffic Impact Fee program to include SMART station improvements at the Corona site. All six council members present at that meeting articulated the superiority of the Corona site. The requested work is expected to be completed in several weeks, and will then return to Council for adoption. There was nothing improper about the Council's November 3 direction. The matter was added to the agenda at the request of three council members, consistent with the Council's procedural rules. Proper Brown Act notice was provided in the agenda. And there is no requirement in state law or local rules for a staff report.

As you know, the Corona station site was identified and analyzed in SMART's 2006 EIR. A new CEQA process and document would be needed to change the station site to Adobe Lumber. Moreover, your citation to employment density near the Adobe Lumber site is insufficient to establish that it would generate higher SMART ridership. SMART ridership analyses show that the Novato Narrows bottleneck, which unfortunately will persist for many years, provides a huge incentive to ride the train. Conversely, to the extent that employees of the businesses near Adobe Lumber commute from out of Petaluma, most likely come from the north and have the benefit of the already widened segments of Highway 101. Their incentive to ride the train is far less. The Corona site is also far more convenient to East Petaluma residents commuting to Marin, which would get cars off of the Narrows and 101 in Marin. This just underscores the need for a rigorous ridership analysis in a new CEQA document if the SMART Board is interested in changing the site of the East Petaluma station.

Petaluma City Hall  
11 English Street  
Petaluma, CA 94952

Phone (707) 778-4345  
Fax (707) 778-4419

E-Mail [mthealy@sbcglobal.net](mailto:mthealy@sbcglobal.net)

The Adobe Lumber site is entirely within the FEMA 100 year flood plain; it would be unwise to place a station in such a location. Additionally, the City of Petaluma has long been concerned about the 11,400 cubic yards of fill imported onto the Adobe Lumber site many years ago.<sup>1</sup> In July 2002 the Petaluma City Council authorized water and sewer service to the site, but only if the 11,400 yards of fill was removed; the fill has not been removed, which is why there is still no city utility service. In keeping with the City's "zero net fill" policy to prevent landowners from harming nearby properties, and to preserve the integrity of the Corps flood fix, we anticipate that the City would continue to insist that, at a minimum, the fill be removed before annexation or the provision of water or sewer service. It would also be difficult to justify annexation or outside utility service for uses inconsistent with the City's General Plan. The County does not have the ability to provide water or sewer service to the site for the 200 housing units you discuss.

Neither is the Corona site as problematic as you suggest. The soil contamination issues at Corona are limited to discrete "hot spots" and are well understood. The developer is proposing a lot line adjustment so that a contamination-free parcel can be gifted to SMART for a parking structure. The remainder of the site would be remediated prior to building apartments. Nor does the ownership status of the Corona site create an impediment. Lomas Partners has a binding option and is prepared to move forward once an agreement with SMART is achieved. Moreover, Lomas Partners has a successful track record of obtaining entitlements on complex projects in Petaluma.

The direction the City Council provided at our November 3 meeting was intended to assist SMART in achieving its and the City's longstanding goal of achieving a SMART station at the Corona Road site. That goal is now well within reach, especially if SMART does not unreasonably delay its decision.

Sincerely,



Mike Healy  
Councilmember



Kathy Miller  
Vice Mayor

Attachment

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<sup>1</sup> See the analysis by Miller Pacific Engineering Group dated April 26, 2001, attached.

165 North Redwood Drive

Suite 120

San Rafael, California 94903

F 415 / 491-1831

T 415 / 491-1338

April 26, 2001  
File: 814-01.ltr

Channel Lumber  
100 West Cuttings Boulevard  
Richmond, California 94804-2014

Re: Geotechnical Evaluation  
Existing Fill Pad  
Adobe Lumber  
5400 Old Redwood Highway  
Petaluma, California

#### Introduction and Scope of Services

This letter presents the results of our evaluation of an existing fill pad located at the southerly end of the Adobe Lumber property in Petaluma, California. The site location is shown on the attached Figure 1.

The purpose of our evaluation is to determine the quantity of fill previously placed for the pad and to provide comment on the overall quality of the fill material. Miller Pacific Engineering Group (MPEG) is providing services for this project in accordance with our Agreement for Professional Services dated March 15, 2001. Our services have included:

- Logging nine backhoe test pits within the fill pad to determine fill thickness;
- Performing 13 field density tests to determine in-place density of the fill material;
- Use the data from our test pits along with topographic data for the site, provided by CSW/Stuber-Stroeh, to determine the quantity of fill in the pad;
- Perform laboratory determination of maximum density and optimum moisture content of a representative fill sample;
- Evaluate fill quality (i.e., Relative Compaction, debris content, etc.); and,
- Summarize the results of our evaluation in this letter report.

#### Project Background and Site Conditions

Fill has previously been placed to create the relatively level pad shown on Figure 1. The fill was apparently placed without a grading permit or inspection/testing. We understand that subsequent remedial grading was performed to improve surface drainage around the site.

April 26, 2001

We determined fill thickness at nine test pit locations within the pad on April 11, 2001. At that time we also performed field density testing at the surface of all nine test pits and at approximately 2 feet below top of pad at four of the pits. The approximate locations of the test pits are shown on Figure 1. The fill depths observed and the results of our field density testing are summarized in Table 1 below.

**TABLE 1**  
**TEST PIT SUMMARY**

Test Pit	Fill Thickness	Relative Compaction* (Percent)		Comments
		FG	FG - 2 Feet	
TP-1	4.5 Feet	85	82	Concrete and Wood Debris in Fill
TP-2	3.7Feet	86	--	--
TP-3	4.0 Feet	85	82	Concrete Debris in Fill
TP-4	4.0 Feet	92	--	--
TP-5	4.5Foot	78	80	Asphalt Concrete and Wood Debris in Fill
TP-6	5.0Feet	85	--	--
TP-7	5.0 Feet	82	--	--
TP-8	2.7Feet	86	--	--
TP-9	3.5 Feet	85	85	--

\* Relative Compaction (RC) refers to the in-place dry density of soil expressed as a percentage of the maximum dry density, as determined by laboratory test procedure

#### Quantity of Fill

Our fill quantity determination is based on the observed fill depths in the nine test pits and topographic information for the site provided by CSW/Stuber-Stroeh. With this information, we generated several cross sections through the pad and used the End Area method to determine volume. Based on the above analysis, the total volume of fill of the subject pad is approximately 11,400 cubic yards.

#### Quality of Fill

In addition to fill quantity determination, our field density testing, test pit observations, and laboratory maximum dry density determination (see attached Laboratory Compaction Test sheet) provided data for evaluation of fill quality. Our field density testing indicates a range of Relative Compaction of between 78 and 92 percent, with a majority of tests falling between 82 and 86 percent. For reference, 90 percent RC is typically required for structural fills to support building foundations, 85 percent is typically acceptable for "landscape" area fills, and 95 percent is typically required for pavement subgrade and base. We also noted old wood, concrete, and asphalt pavement debris at several locations in the pits. This material is typically excluded from acceptable structural fills.




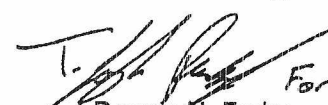
Adobe Lumber  
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April 26, 2001

We trust that this provides the information required at this time. If you or others have further questions or comments, please call us.

Yours very truly,  
MILLER PACIFIC ENGINEERING GROUP

  
Timothy J. Reynolds  
Civil Engineer No. 58622  
(Expires 12/31/02)

Reviewed by,  
 For  
Dennis H. Furby  
Geotechnical Engineer No. 326  
(Expires 12/31/01)

Attachments: Figure 1, Site Plan  
Laboratory Compaction Curve

5 copies submitted

