

Scott Ranch Project

Errata to Final Environmental Impact Report

SCH No. 2004072137

On June 10, 2022, the City of Petaluma released the Final EIR for the Scott Ranch Project. This Errata document provides corrections and clarifications to the information presented in the FEIR. Deleted text is marked in ~~double strikethrough~~ and new text is marked in double underline:

Page 2.0-12, Replace Figure 3.0-6, Project Site Slope

(Replace figure presented in FEIR, with updated Figure 3.0-6, Attached hereto, reflecting the revised site plan.)

Page 2.0-18, 3.5.1, first sentence

~~Approximately~~ The Davidon (28-Lot) Residential Project component would comprise approximately 19.25 percent of the project site (11.745 acres), of which 6.4 acres would be developed with 28 single family residences and streets, and approximately 4.78 acres would be private common open space, and approximately 0.5 acres would be infiltration basin south of Windsor Drive.

Page 2.0-20, Replace Figure 3.0-9, Proposed Amendments to General Plan Figure 5-2, Bicycle Facilities

(Replace figure presented in FEIR, with updated Figure 3.0-9, Attached hereto, reflecting the Proposed Amendments to General Plan Figure 5-2, Bicycle Facilities.)

Page 2.0-25, Replace Figure 3.0-11 Title as follows:

Representative Floor Plan Configuration for ~~2,678~~ 2,489 sf Single-Story Home

Page 2.0-26, Replace Figure 3.0-12 Title as follows:

Representative Floor Plan Configuration for ~~2,928~~ 2,863 sf Single-Story Home

Page 2.0-27, Replace Figure 3.0-13 Title as follows:

Representative Floor Plan Configuration for ~~3,523~~ 3,380 sf Two-Story Home

Page 2.0-41

~~Of these 16-18 trees, nine are in good health and seven are in fair or marginal health. The residential component would remove 16 trees Protected Trees. In addition, there may be up to three trees that would require trimming or removal for the D Street off-site sidewalk improvement. As such, the residential component would result in the removal of approximately 6-19 and to 22-19 trees. As such, the residential component would result in the removal of approximately 16 to 19 trees.~~

Page 2.0-44, Replace Figure 3.0-16 Title as follows:

~~Architectural Styles~~ Fuel Management Zones

Page 2.0-45, 3rd bullet

- Fuel-Modification Zone 1 (~~yellowtan~~ pink)

Page 2.0-45, 3rd paragraph

Fuel Modification Zone 1 (pink ~~tan-yellow~~) is within the fenced cattle grazing area portion of the proposed Helen Putnam Park Extension. . .

Page 2.0-64, final sentence

Should funding allow, the proposed park extension component would be

Page 3.0-1, 3.1 INTRODUCTION

This Chapter of the Response to Comments document contains master responses to comments on the Draft EIR to those issues that were frequently raised in comment letters and by Commissioners, Council Members, and the public at oral comments at public hearings. These frequently raised issues include:

Page 3.0-8, final sentence of first full paragraph

Although not needed to reduce any significant environmental impact, Mitigation Measure BIO-1b on page 4.3-42 of the RDEIR has been revised as follows to require that preconstruction surveys address the remote potential impact on American badger dens, burrows of western burrowing owl, and individual western pond turtle and foothill yellow-legged frog if individuals from these species were to occupy the site in the future in advance of construction.

Page 3.0-10

No additional protocol surveys to confirm presence or absence of special-status animal species on the project site were considered necessary based on the results of the 2021 updated surveys, beyond the preconstruction clearance surveys identified to implement avoidance measures or incidental take of CRLF (**Mitigation Measure BIO-1b**), nesting raptors and other native birds (**Mitigation Measure BIO- 1c**), and roosting bats (**Mitigation Measure BIO-1d**). As noted above, **Mitigation Measure BIO-1b** has been revised to clarify that preconstruction surveys specifically include American badger, western burrowing owl, western pond turtle, and foothill yellow-legged frog.

Page 3.0-36, second sentence

As described in **Chapter 2.0, Revised Project Description**, in this document, these revisions would reduce the acreage occupied by residential lots and associated streets from approximately 11.7 to approximately 7.09 acres, would provide approximately 4.8~~3~~ acres of private open space, and would increase the acreage of the Putnam Park Extension Project component from approximately 44 to 47 acres.

Page 3.0-36, final sentence

Updated Figure 3-1 shows the anticipated limits of permanent and temporary impacts associated with the revised Project Davidson (28 Lot) Residential Project component, as determined in the UBA and verified through peer review by the City’s independent biologist.

Page 3.0-48, first full paragraph

While the extension to Helen Putnam Park would result in a slight increase in ~~local~~ vehicle trips to the park as described in **Master Response 7 – Trip Generation**, this ~~increase would result from a redistribution of existing local recreational trips and~~ therefore not result in a substantial increase in regional VMT nor conflict with the State’s ability to meet the greenhouse gas reduction targets. Further, elements of the project would reduce the VMT generated by the park, such as the provision of parking lots closer to existing Petaluma residences that would reduce the distance for people driving to the park and the introduction of multi-use paths, sidewalk gap closures, crosswalk improvements, and other frontage improvements that would make it easier for nearby residents to walk and bike to the park.

Page 3.0-49, third paragraph

Given this information, the conclusions presented in the RDEIR would remain unchanged and does not require recirculation.

Page 3.0-54, third paragraph

The proposed on-site improvements would reduce vehicle travel by 105 VMT under existing conditions. This would be greater than the VMT offset required to reduce impact associated with seven of the proposed 28 residential units to a less-than-significant level.¹⁹ ~~Prior to occupancy of the eighth residential unit, the City would assess which specific sidewalk gaps, or other VMT reduction measures such as those described below, would be feasible to reduce the VMT impact to less than significant levels.~~

Page 3.0-57, 3.14 second paragraph

The project site ~~design would be required to~~ provides turning radii and backup space adequate to accommodate emergency fire equipment with vehicles parked on surrounding streets.

Page 4.0-743, Response O-PLAN-1-2

However, reinforcement of leash controls through the interpretive program called for in **Mitigation Measures BIO-4a and BIO-1b(j)** would address this concern.

Page 4.0-990, Response I-Risedorph-1-1

Predation and disturbance to wildlife by domesticated pets of future residents and visitors to the site is a risk. However, reinforcement of leash controls through the interpretive program called for in **Mitigation Measures BIO-4a and BIO-1b(j)** would address this concern.

Page 4.0-1132, Response I-Smallwood-27

However, reinforcement of leash controls through the interpretive program called for in **Mitigation Measures BIO-4a and BIO-1b(j)** would address this concern.

Page 5.0-5, Page 2.0-15, Mitigation Measure BIO-1b(a):

- a. Preconstruction surveys shall be conducted by a Service-approved biologist prior to any grading or major vegetation clearance to ensure that no individual CRLF are lost during construction. These preconstruction surveys shall also verify the presence or absence of occupied dens of American badger, burrows of western burrowing owl, and individuals of western pond turtle and foothill yellow-legged frog in the remote instance individuals were to disperse onto the site in advance of construction-related disturbance. The Final CRLFMP shall: 1) describe in detail the survey approach and methodology, and 2) specify that grading or vegetation clearance may not occur in any area where individual CRLF, American badger, western burrowing owl, western pond turtle, and/or foothill yellow-legged frog are located until such time as the individual has either moved out of the disturbance zone or has been physically relocated by a Service-approved biologist legally

authorized to handle the species. Any relocation effort for CRLF, American badger, western burrowing owl, western pond turtle, and/or foothill yellow-legged frog shall be formulated in consultation with and approved by CDFW and USFWS, and shall be implemented by a qualified biologist.

Page 5.0-10, Section 4.1 Aesthetics

Page 4.1-8, Section 4.1.4.3, Project Impacts and Mitigation Measures, second paragraph under Impact AES-1:

As described in **Section 1.2, Project History**, of this document, public comments expressed concerns with the previously proposed residential development and its impact on the aesthetic resources of the project site. The proposed Scott Ranch project includes a substantially smaller residential component than the previously proposed development that would be clustered on a 11.2 ~~15~~-acre portion of the 58-acre project site adjacent to existing housing subdivisions. Approximately 5 ~~3~~ acres of the 11.2 ~~15~~-acre portion would be landscaped as ~~a common~~ private open space, within the residential development.

Page 5.0-44, Page 4.3-47, second paragraph:

Based on the tree assessment prepared for the project (Arborwell 2018 and Prunuske Chatham, Inc. 2019a), approximately 27 ~~30~~ trees would be removed on-site, most of which qualify as Protected Trees under the City's Tree Preservation Ordinance given their location along the Kelley Creek corridor or along the Windsor Drive and D Street rights-of-ways. In addition, up to three (3) trees would potentially be removed for the D Street off-site sidewalk improvement. On-site trees to be removed consist of 12 native coast live oak, six non-native London plane (Platanus acerifolia), two non-native scarlet oak (Quercus coccinea) five nonnative eucalyptus, and two Monterey cypress.

Page 5.0-44, Page 4.3-49, Native Grassland, first paragraph:

Proposed grading and development would eliminate an estimated 0.76 ~~0.95~~ ~~1.21~~ acres of native grasslands on the site with approximately 0.64 ~~0.85~~ acres to accommodate grading and development for the Davidon (28- lot) Residential Project component and the remaining 0.12 ~~0.36~~ acres associated with improvements under the Putnam Park Extension Project component.

Page 5.0-57, Policy 1-P-36:

As such, the number of units allowed to be developed on the project site ranges between 28 ~~276~~ ~~113~~ ~~110~~ dwelling units. The proposed project falls within this range.

Page 5.0-58, Policy 2-P-8:

~~**Generally Consistent:** The new street north of Windsor Drive (proposed “A” street) would be single loaded and the proposed design maximizes preservation and access to Kelly Creek and open space preservation by clustering the minimum required density to one edge of the site and maintaining approximately ~~47~~ 44 acres for open space with public access. The new street proposed between Windsor Drive and Kelly Creek (proposed “B” street) would be ~~double-~~ single loaded. No residential development or improvements would occur south of “B” Street, which provides for maximum public accessibility, visibility, and stewardship. Although the residential lots on the proposed “B” street would have rear yards toward the Kelly Creek corridor, a 100-foot buffer along both sides of Kelly Creek is proposed and a multi-use loop trail would be constructed on both sides of Kelly Creek within this buffer to provide public accessibility and visibility along the Kelly Creek corridor.~~

Page 5.0-59, Policy 2-P-61:

Consistent: Approximately ~~9.2~~ ~~11.2~~ 22 acres of the approximately 58.66-acre site would be permanently disturbed, and the remainder would be ~~undisturbed and~~ permanently protected. The project would preserve about 94 percent of the existing trees on the site and maintain the existing barn complex.

Page 5.0-69, Page 4.13-22, Vehicular Traffic:

These VMT per capita values are based on the SCTA travel demand model, as noted in Section 4.13.2.2 Roadway Network Analysis. Changes to the VMT numbers are minor and result from use of the latest available regional model, as opposed to a change in the project. Therefore, there is no change in the significance finding and recirculation is not warranted.

Page 5.0-80, Page 4.13-62, final paragraph

Additionally, project conditions of approval would allow ~~imposed at the discretion of the City Engineer to require~~, **Improvement Measure TRANS-2**, would provide a warning to northbound drivers on D street about the approaching roundabout to slow vehicles from entering Petaluma from rural Sonoma County.

Page 5.0-82, first paragraph

As shown in **Appendix RTC-B** of this document, the proposed pedestrian network improvements would result in a community-level VMT reduction of approximately 144 VMT under cumulative conditions and there is limited evidence in CAPCOA 2021 that would support additional on-site and near-site VMT reductions for projects in single-use low density locations with limited transit

service such as the Scott Ranch project. The remaining VMT over the threshold would be approximately 321 VMT under cumulative plus project conditions. Although an exhausted review of potentially feasible VMT reduction measures were explored, as presented in Appendix RTC-B, none are currently feasible for quantifiable VMT mitigation purposes given the uncertainties related to outside agency approval requirements, the timing that it will take to implement these measures, the lack of design or plans in place to implement, and the lack of a Citywide administration plan to oversee the collection of VMT fees and the implementation and monitoring of VMT reductions. Therefore, since there is no feasible this mitigation measure, the project would have a significant impact on VMT under the cumulative condition.

Page 5.0-90, Page 4.15-24, first paragraph:

The assessment found that under both scenarios, all roadway segments would operate at volume to capacity (V/C) ratios of under 1.0, which indicates that the roadways can successfully operate at evacuation capacity. A V/C ratio of greater than 1.0 would result in a vehicle slowdown and longer travel times. The highest V/C ratio expected is 0.93 ~~0.86~~, for Western Avenue between English Street and Petaluma Boulevard.

Page 5.0-90, Page 4.15-26, last paragraph:

4. Fuel-Modification Zone 1 (pink ~~tan~~)

Page 5.0-95, Page 5.0-10, footnote number 4:

The net acreage of the site is 45.27 ~~45.15~~ acres (excludes proposed public or private rights-of-way, required public open space [the three-acre park required by the General Plan], and the 200-foot-wide Kelly Creek corridor, ~~floodways~~, but does not exclude the Urban Separator per Policy 1-P-19). Because the General Plan's residential density formula excludes "proposed" vehicular rights-of-way from the net acreage calculation, the project's reductions in proposed street rights-of-way have resulted in an increase in the net acreage calculation. As such, the number of units allowed to be developed on the project site ranges between 28 and ~~110~~ 113 dwelling units.

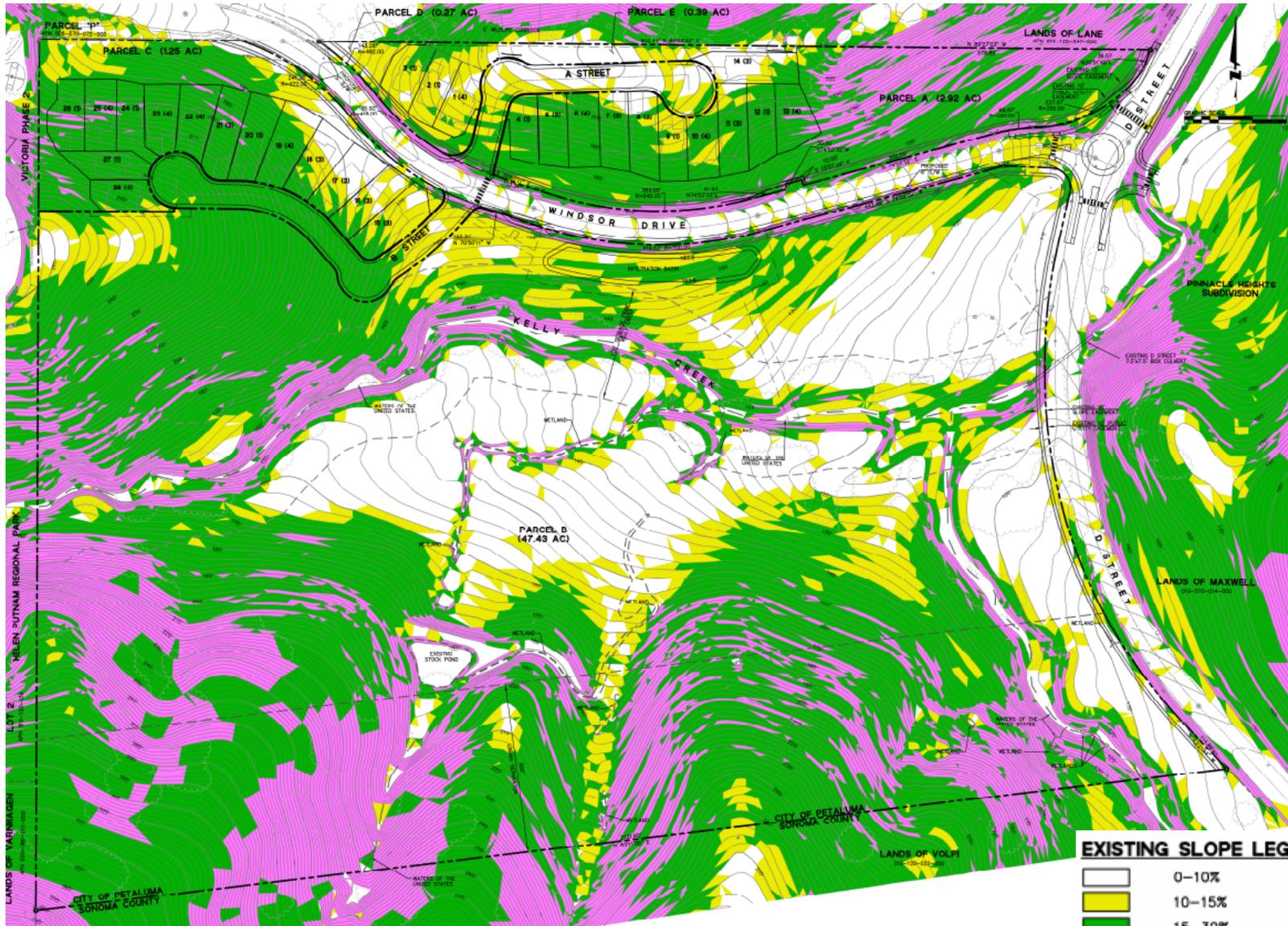
FEIR Appendix RTC-D Wildfire, Page 18, third paragraph

The Fuel Modification Zones 1 and 2 encompass the remainder of the open space portion of the project site (show in in yellow and pink ~~peach~~, respectively) and ensure the fuels do not exacerbate fire hazards to adjacent landowners and structures. Fuel Modification Zone 1 (yellow) is within the portion of the proposed Helen Putnam Park Extension where cattle grazing is most likely and is designed to limit fire intensity and spread by means of the pruning of trees, reduction of understory plants, and use of prescribed herbivory (grazing). Fuel Modification one 2 (pink ~~peach~~)

is also within the proposed Helen Putnam Extension, but is outside the most likely cattle grazing area;

FEIR Appendix RTC-D Wildfire, Page 24, final sentence of first paragraph under Standards for Fuel Modification

Fuel Modification Zone 2, which is not likely to be regularly grazed (but where grazing is allowed if feasible), is shown in pink peach, as areas 11-15 in the same Figure 6.



EXISTING SLOPE LEGEND:

White	0-10%
Yellow	10-15%
Green	15-30%
Purple	+30%

Source: BKF Engineers, 2022

FIGURE 3.0-6

Figure 5-2

PROPOSED AND EXISTING BICYCLE FACILITIES

Petaluma General Plan 2025

Bike Facilities

- + Existing Bike Rack Location
- ⊕ Proposed Bike Rack Location
- Class I - Off Street - Existing
- ⋯ Class I - Off Street - Proposed
- Class I/II - On Street, Non-striped - Existing
- Class II - On Street, Striped - Existing
- ⋯ Class II - On Street, Striped - Proposed
- Class III - On Street, Signed - Existing
- ⋯ Class III - On Street, Signed - Proposed
- Recreational Trail, Existing
- ⋯ Recreational Trail - Proposed

Destinations

- Schools
- Retail / Employment
- Open Space
- Park

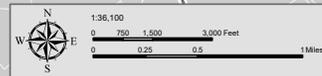
Boundaries

- ⊔ City Limit
- ⊔ Urban Growth Boundary (UGB)

Revisions		
File #	Date	Legislation
0	5/19/2008	Original adoption Reso 2008-085 MCS

Proposed Modification

DISCLAIMER
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City of Petaluma
11 English Street
Petaluma, CA 94952
cdd@ci.petaluma.ca.us



SOURCE: Impact Sciences, 2020

FIGURE 3.0-9



1222.001-12/20

Proposed Amendments to General Plan Figure 5-2, Bicycle Facilities