



---

DATE: June 27, 2023

TO: Planning Commission

FROM: Emmanuel Ursu, Principal Planner

SUBJECT: Recommendation to the City of Petaluma Planning Commission to conduct a study session to receive project information about conceptual development alternatives and provide non-binding comments for the vacant 39.22- acre Scannell mixed use site located at 500 Hopper Street (Scannell Properties former Pomeroy site); APNs 136-010-024 and 007-171-023; File No. PLMA-20-0001

---

### **RECOMMENDATION**

It is recommended that the Planning Commission conduct a study session to receive project information about conceptual development alternatives and provide non-binding comments for proposed mixed use development of the vacant 39.22- acre Scannell project site located at 500 Hopper Street (herein “Project site”).

### **BACKGROUND**

At Planning Commission study sessions held in November 2021, February 2022, and January 2023, Scannell Properties presented detailed site plan design concepts for the development of the Project site. After each study session, the Scannell design team considered the Planning Commission’s input and prepared revised conceptual plans that were presented at the subsequent study session. No architectural designs were presented at the study sessions.

At the third study session, the Planning Commission suggested that rather than preparing yet another detailed design concept for the site, the applicant prepare a range of three or four conceptual development alternatives with general site layouts and hold a community design charrette using the conceptual development alternatives as a starting point for the discussion with the public.

As suggested by the Planning Commission, the applicant prepared three distinct conceptual development alternatives and held a well-attended community design charrette on March 21, 2023, in the conference room of the Courtyard Marriott hotel, located adjacent to the Project site in the neighboring Riverfront development. A fourth concept that incorporates Planning Commission feedback received at the January 2023 study session and public input from the community design charette was also prepared.

Prior to preparing detailed plans and application materials for resubmittal, the applicant is seeking the Planning Commission's non-binding input on the four conceptual development alternatives. The Planning Commission will take no action on this item during the study session.

## **Review Process**

After a preferred site design concept is selected, the applicant will prepare detailed plans and applications for formal resubmittal to the City. The new development application and plans will be reviewed for completeness, and work on the draft environmental impact report (Draft EIR) will restart. The Draft EIR and project applications will be considered at duly noticed public hearings of the Planning Commission and City Council for required entitlement review.

Based on the design concepts under consideration, the project will require land use policy amendments and land use entitlements, as listed below. As the details of a final design proposal are prepared, the land use policy amendments and land use entitlement applications required for the project may change.

- General Plan Amendment to change the land use designation from River Dependent Industrial (RDI) to Mixed Use (MU);
- SmartCode Zoning Map Amendment to re-zone the site from D3 to T4 (Urban General), T5 (Urban Center), and CS (Civic Space) districts;
- Tentative Subdivision Map to create the residential, commercial, community park, and open space parcels;
- Site Plan and Architectural Review (SPAR) of the site plan and building architecture, design, and scale; and
- Alternative Compliance request to the City's inclusionary housing requirements based on the applicant's proposal to meet requirements through land dedication to Eden to facilitate approximately 72 multi-family rental units concentrated in one area of the project and to allow all the affordable housing to be rental units rather than a proportional mix of ownership and rental units.

The final decision on the Site Plan and Architectural Review is made by the Planning Commission, with recommendations to the City Council made by the Commission for all other project approvals. The City Council is the decision-making body for certification of the EIR, General Plan, and CPSP amendments, the Zoning Map Amendment, Alternative Compliance with Inclusionary Housing Requirements, and the Tentative Subdivision Map.

## **Prior Study Session Input**

The Planning Commission made the following observations with the prior conceptual proposals:

1. The affordable apartments are on the far side of the site from the SMART train station and near the former wastewater treatment plant. They should be located on the west side of the Project site, closer to the SMART station.
2. The project density is too low as there are too many detached single-family houses in the project, given its location near downtown and the SMART train station.
3. The community park overlaps portions of the open space buffer along the Petaluma River

and McNear channel. A 3.5-acre community park separate from the river greenway buffer is required.

4. Some Commissioners suggested that the focus of the open space buffer along the water be a restoration of the natural riparian features with a few passive human uses (such as viewing areas), while other Commissioners suggested the development should be oriented to the water with significant opportunity for human interaction.
5. More than 4,200 square feet of commercial retail space should be included in the project.
6. The small craft boat launch is a valuable amenity.
7. Pedestrian and bicycle connections between the Project site and the SMART train station are lacking.

As noted above, the Commission suggested the applicant hold a community design charrette to facilitate the development of a conceptual plan. The applicant prepared three distinct conceptual site diagrams for discussion at the design charrette, and a fourth concept incorporating public feedback from the design charrette and Planning Commission feedback from its January 2023 meeting was prepared afterward. A description of each conceptual layout is provided below.

### **Proposal Presented at January 2023 Study Session**

At the third study session, the applicant presented a draft proposal for the Project site that contained the following mix of uses:

**Table 1: Proposal Considered at the Third Planning Commission Study Session**

<b>Land Use</b>	<b>Dwelling Units or SF</b>
<b>Apartments</b>	
Market rate	245
Below market rate	72
<b>Single-family (all market rate)</b>	
Detached	90
Accessory dwelling units (Optional in Detached SF)	31
Attached (duets)	68
<b>Total Residential Units</b>	475 (506 with ADUs)
Commercial - retail/café	4,200 SF
Community Park	1.6 acres
River buffer and trail	6.52 acres

The January 2023 conceptual site plan, along with the adjacent Riverfront Project to the east, is shown in Figure 1.

**Figure 1: Conceptual Plan - January 2023**



## **Descriptions of Alternative Conceptual Plans**

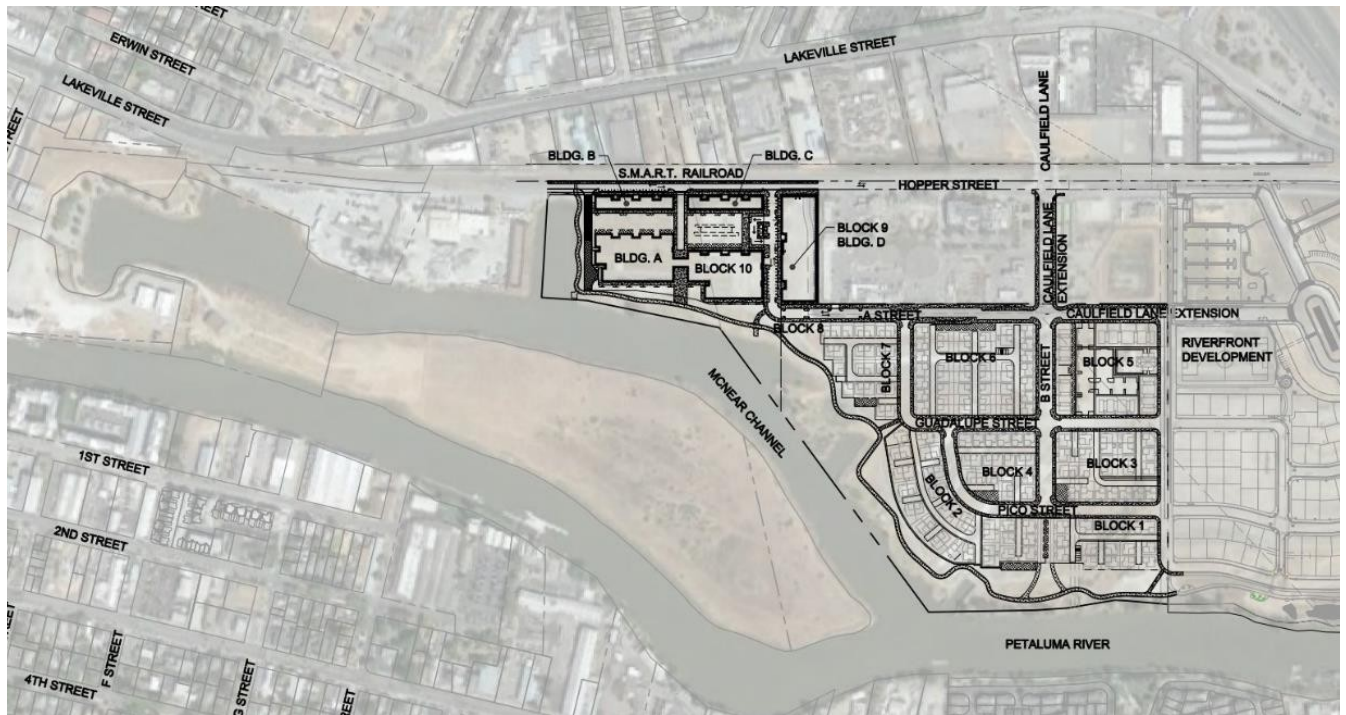
### Project Site

The proposed project is located at 500 Hopper Street (APNs 136-010-024 and 007-171-023), which is a vacant 39.22-acre site with a River Dependent Industrial (RDI) land use designation and within the River Dependent Industrial (D3) transect district of the SmartCode. The irregularly shaped site is generally bounded by Hopper Street, the SMART rail line, the City's Corp Yard and the COTS Mary Isaak Center to the north, the Riverfront Mixed-Use Development to the east, the McNear Channel and Petaluma River to the south, and the Shamrock concrete production facility to the west.

The subject property, previously occupied by a pre-cast cement manufacturer, the Pomeroy Corporation, is currently vacant, except for structures along the riverbank, including docks, pier posts, and retaining walls. Concrete pads and foundations from prior on-site activities were demolished, pulverized, and stockpiled on-site to be used later as a base material for new development on the site, and contaminants uncovered during the removal of the concrete were remediated. The site is in an enviable and strategic location in Petaluma. Uses and amenities surrounding the Project site include the Downtown Petaluma SMART train station and Downtown Petaluma, which are an easy walk or bicycle ride approximately  $\frac{1}{2}$  to  $\frac{3}{4}$  miles to the west; commercial retail and restaurant uses about  $\frac{1}{4}$  mile to the north along Lakeville Street; the adjacent mixed-use Riverfront development that includes a hotel, a recreational sports field, a single-family neighborhood of detached houses, approved townhouses, a planned 42,000-

square foot office building, and planned apartments and senior housing above work/live units and commercial retail and restaurants uses around a central green. The Project site has easy access to Highway 101; the Petaluma River and McNear Channel are along the southerly edge of the Project site, and the future Petaluma River Park on the McNear Peninsula is across the McNear Channel. (Figure 2-Vicinity Map)

**Figure 2: Vicinity Map**



### Conceptual Alternatives

Four alternative site layouts were prepared with basic diagrams that identify in color the location of the following land uses:

- affordable apartments (tan)
- market-rate apartments (mauve)
- market-rate housing consisting of attached townhouses and duplexes, or detached cottage houses (off-white)
- commercial/retail space (purple circle)
- community gardens (green asterisk)
- streets (gray),
- public parking ("P" in yellow square)
- community park (lime)
- riparian buffer and trail (green)
- 75-foot Greenway setback line (green line)
- small-craft floating dock (blue rectangle)
- potential pedestrian and bicycle bridge crossing to the future Petaluma River Park on the McNear peninsula (blue stripes with blue squares at each end)



In addition to the uses listed above, the applicant has indicated that live/work units can be incorporated into all four alternatives along Hidalgo Street. The conceptual development alternatives identify the general location of the vehicular, pedestrian, and bicycle circulation system; proposed land uses; total net developable area; size, distribution, and location of a community park; location of other civic spaces; and Building Type (per the SmartCode). Building designs (footprints, floorplans, roof plans, architecture), landscape plans, street sections, and other details will be prepared after a preferred conceptual development alternative is selected. Proposed density (i.e., dwelling units per acre) is not indicated; however, for each Building Type, the SmartCode specifies the building placement, frontage types, and typical building height, which provides a sense of the general neighborhood character and density. The SmartCode also establishes maximum block perimeters to achieve pedestrian-scale neighborhoods.

All four conceptual layouts contain the same mix of uses, and the proposed location and land area dedicated to the affordable and market-rate apartments and the river/channel greenway is consistent throughout all four alternatives. Although the conceptual development alternative plans do not specify the number of affordable or market-rate apartments contemplated, according to the applicant, approximately 72 affordable and 245 market-rate apartments can be accommodated, consistent with the conceptual plan presented at the January 2023 study session.

The greatest variation is in the placement and configuration of the community park and in the street network in the for-sale residential area. There is also variation among the alternatives in the Building Type of the for-sale residential units, in the placement of the small-craft dock and associated parking, in the location and number of community gardens, and in the location of the commercial/retail space. Net developable land area within each block is not indicated on the plans, and according to the applicant, the first three alternatives have approximately the same developable land area for all three housing types (affordable apartments, market-rate apartments, and for-sale residential units) while the fourth concept (River's Edge #2) has approximately one acre more net developable land area in the for-sale residential portion of the project.

The applicant titled their four conceptual plans as follows: Concept 1: Promenade, Concept 2: Central Park, Concept 3: River's Edge #1, and Concept 4: River's Edge #2. At the community design charrette, the first three concepts were presented<sup>1</sup>, and River's Edge #1, with modifications, garnered the most public support. A detailed description and diagram of all four conceptual layouts are provided below, followed by a brief discussion of the applicable land use policies and regulations. The conceptual diagrams, along with the applicant's brief description for each alternative, are provided in **Attachment A**, and the applicant's narrative description of the project, and response to comments on prior conceptual plans are provided in **Attachment B**.

### *Concept Plan 1: Promenade*

The Promenade plan is focused on a central linear greenbelt that aligns with the extension of Caulfield Lane, the main northerly entry to the project. The greenbelt creates a linear park connecting Hopper Street to the River (north-to-south) and functions as a connection between the east and west sides of the project. The applicant describes the function of the linear park as a

---

<sup>1</sup> When presented at the Community Design Charette, the conceptual alternatives were named Concept 1: Zipper, Concept 2: Heart, and Concept 3: Edge. The applicant changed the names of the conceptual design alternatives after the Community Design Charrette.

central feature that “stitches” together the various components of the Project site and connects the project to the river and to the adjacent Riverfront development.

**Figure 3: Concept Plan 1 - Promenade**



In this concept, the commercial/retail space, a small-craft dock, and associated public parking is located between the two areas designated for market-rate apartments (Block 6A and 6B).

Along the east side of the Project site, streets in the Promenade plan align with three of the four east-west streets in the Riverfront project providing block/street continuity between the two developments. The Caulfield Lane extension into the project comes to a “T” intersection where it arrives at the linear park, thus diverting cut-through traffic toward the Central Green in the Riverfront development rather than through the internal local residential streets of the Project site and the adjacent Riverfront development. Concern with cut-through traffic congestion on local streets (Guadalupe Street, Pico Street, and Bautista Way) was raised by residents of the adjacent Riverfront development. Additional discussion about cut-through traffic is provided in the Discussion section below.

Building Types include attached duplexes and townhouses (in the for-sale residential blocks shown in off-white), and in the westerly portion of the Project site, a Main Street Building Type is proposed. The Main Street Building Type is also proposed for the affordable and market-rate apartments (shown in tan and mauve, respectively) and commercial space (shown in the purple circle). The first three concept plans (Promenade, Central Park, and River’s Edge #1) have the same mix of Building Types.

### *Concept Plan 2: Central Park*

The Central Park conceptual plan consists of a centrally located community park with pedestrian and bicycle greenbelt connections radiating out to the river and to the surrounding neighborhoods.

**Figure 4: Concept Plan 2 - Central Park**



The layout of the affordable and market-rate apartments, the commercial/retail space, the small-craft dock, and associate parking is the same in this concept plan as in the other concept plans, and the Building Types are the same as those contemplated for the Promenade and River's Edge #1 concepts. The street and block layout of the for-sale residential areas and the location of the community park is unique to this concept, and there are three potential community garden locations shown.

Vehicular traffic entering the Project site from the north along the Caulfield Lane extension can continue straight into the Project site one block to a three-legged roundabout where the second leg aligns with Guadalupe Street and the third leg radiates out to the southwest toward the river and ends in a "T" intersection at the extension of Pico Street. In this layout, the single-loaded street in the Riverfront development, Bautista Way, does not extend into the Project, and two residential blocks (Block Nos. 1 and 2) are adjacent to the river greenway.

### *Concept Plan 3: The River's Edge #1*

This alternative plan exposes the river along the southerly edge of the Project site with the placement of a community park along the southerly half of the project's river/channel frontage, adjacent to the riparian greenway and river/channel buffer. Caulfield Lane extends straight through the site toward the River, where it ends in a "T" intersection at Bautista Way. Bautista



Way is extended from the adjacent Riverfront project into the Project site, as does Guadalupe Street and Hidalgo Street.

As with the other concepts, the affordable and market-rate apartments and the commercial/retail space are in the northwesterly side of the site. Unlike the first two concepts, the small-craft dock and associated parking are near the southeastern corner of the site at the terminus of the Caulfield Lane extension into the site. One potential community garden is in the greenway near the foot of the pedestrian/bicycle bridge connection to the future Petaluma River Park on the McNear peninsula and adjacent to Block 6A.

**Figure 5: Concept Plan 3 - River's Edge #1**



*Concept Plan 4: River's Edge #2*

This alternative plan is a combination of the River's Edge #1 plan and the concept plan presented at the January 2023 Planning Commission study session, and it incorporates input received at both the January 2023 Planning Commission meeting and the March 2023 design charrette.

It includes a 3.5-acre park between the river buffer and the for-sale residential portion of the site, and as with the other concepts, the affordable and market-rate apartments, small-craft dock, commercial/retail space, and associated parking are in the westerly portion of the Project site nearer the SMART train station. As with the Promenade and Central Park plans, Hidalgo Street, Guadalupe Street, and Pico Street extend into the project. The primary difference between the River's Edge #1 and River's Edge #2 concept plans is that Bautista Way does not extend into the project in the River's Edge #2 as it does in the River's Edge #1 plan and thereby, the River's Edge #2 has about one acre of additional net developable land area. Some other differences include the location of the small-craft dock and the location and number of community gardens.

**Figure 6: Concept Plan 4-River's Edge #2**



## **DISCUSSION**

Currently, the City's land use policies for the site allow river-dependent industrial uses. Development of the site with any of the proposed alternatives requires amendment of the General Plan and zoning to allow mixed use development, and as with any land use policy amendment, the City retains broad discretion and may determine that it is in the public interest to retain the existing land designation, or it may decide to proceed with the proposed change from River Dependent Industrial to Mixed-use land use designation.

All four conceptual development alternatives provide benefits to the public, including the following:

1. Housing on a key, vacant, infill site in the Central Petaluma Specific Plan area within walking and biking distance of Downtown Petaluma and the SMART Station.
2. A mix of rental and for-sale housing consisting of a variety of Building Types, including main street buildings, townhouses, duplexes, cottage homes, accessory dwelling units, and live/work units.
3. Housing affordable for households with low- and extremely low-income.
4. Approximately 8,000 square feet of neighborhood-serving commercial space at the edge of the river and within walking distance of all parts of the Project site.
5. A 3.5-acre community park.

6. Small craft access to the Petaluma River via floating docks with associated parking and other amenities.
7. A 75-foot-wide greenway along the Petaluma River and McNear Channel consisting of a restoration zone, and a buffer area with a regional trail.
8. Removal of unsafe and deteriorated structures along the river, riverbank restoration, and creation of wetlands
9. A network of pedestrian and bicycle connections throughout the project with connections to nearby off-site destinations.
10. A pedestrian and bicycle bridge connecting the river trail and Project site to the future Petaluma River Park and to Downtown Petaluma and the SMART train station.

When the applicant presents land use applications to the Planning Commission for its consideration, the project will be subject to standards of review found in the following policy documents:

- Petaluma General Plan
- Central Petaluma Specific Plan
- Station Area Master Plan
- SmartCode
- Implementing Zoning Ordinance
- River Access and Enhancement Plan

### **General Plan and CPSP**

The General Plan land use designation for the Project site is River Dependent Industrial (RDI), with a 3.5-acre Community Park. The site is also located within the Central Petaluma Specific Plan (CPSP) Lower Reach Planning Subarea. The Lower Reach encompasses nearly 400 acres within the heart of the city and is characterized by the Petaluma River, the Turning Basin, and an active rail corridor. The CPSP aims to bring together the eastern and western portions of the city while focusing on the river as an amenity and linkage within the city. While the CPSP is also aimed at supporting existing viable industrial uses, it advocates for greater densities and mixed-use opportunities.

A guiding concept in the formulation of the CPSP was to advocate for greater densities and mixed-use opportunities. (CPSP p. 4). Specific to the Lower Reach area, Policy 5.3 is to “[a]llow for an intense Mixed Use development on land not utilized for industrial purposes” and “encourages incorporating housing, restaurants, cafes, banking facilities, child care services, and showers and lockers and related services.”

All four conceptual proposals contain residential development along a riparian corridor on the Petaluma River with supporting community recreational spaces and local service commercial uses.

The Project site is adjacent to the mixed-use Riverfront development that contains a mix of residential and commercial uses, including a hotel with a restaurant and bar, a proposed office building, and proposed commercial spaces and work/live units around

the Central Green. In addition, the SMART Station is ½ mile west of the Project site, and additional commercial shopping opportunities are located approximately 1,000 feet north of the Project site at the Lakeville Street and Caulfield Lane intersection. All four conceptual alternatives include approximately 8,000 square feet of neighborhood-serving commercial space.

All four conceptual alternatives include internal pedestrian and bicycle circulation throughout the Project site, and access will be provided to the commercial areas in the adjacent Riverfront project and to the commercial areas along Lakeville Street. Access to the SMART station and to downtown is interrupted by the segment of Hopper Street west of the Project site, where there are no sidewalks or bicycle lanes. The applicant identifies the potential location of a pedestrian and bicycle bridge connection between the Project site and the McNear Peninsula. However, the installation of the bridge is not a part of the applicant's conceptual alternatives, although the applicant has verbally indicated that they are willing to contribute toward the cost of the bridge.

The Community Parks section of the General Plan states that “[c]ommunity parks serve a citywide population and typically include sports facilities, such as lighted fields, courts, swimming pools, recreation buildings, and other special-use facilities. Restrooms and off-street parking should be provided.” Consistent with the requirement for a community park on the site, at least 3.5 -acres of parkland, in addition to the greenway along the waterfront, is proposed in all four alternatives. Programming of the parkland will occur after a preferred alternative is selected with input from the Parks and Recreation Department.

### **SmartCode**

The Petaluma SmartCode is a form-based code that sets forth a specific vision for the center of Petaluma. The intent of the regulations is to provide compact, pedestrian-oriented, and mixed-use neighborhoods, with neighborhood-scale buildings. One approach by which SmartCode achieves this intent is through the application of specific design requirements for thoroughfares, block perimeter, private frontages, minimum and maximum lot dimensions, and building type.

At the current stage of design, it is too early to determine consistency with any SmartCode requirements, other than block perimeter. After a preferred alternative is selected, requirements of the SmartCode will be implemented as the preferred plan is designed. The conceptual layouts include the street network that establishes the proposed street blocks. As drawn, the block perimeters in all four concepts are within the maximum dimension allowed by the SmartCode.

#### *SmartCode Building Types*

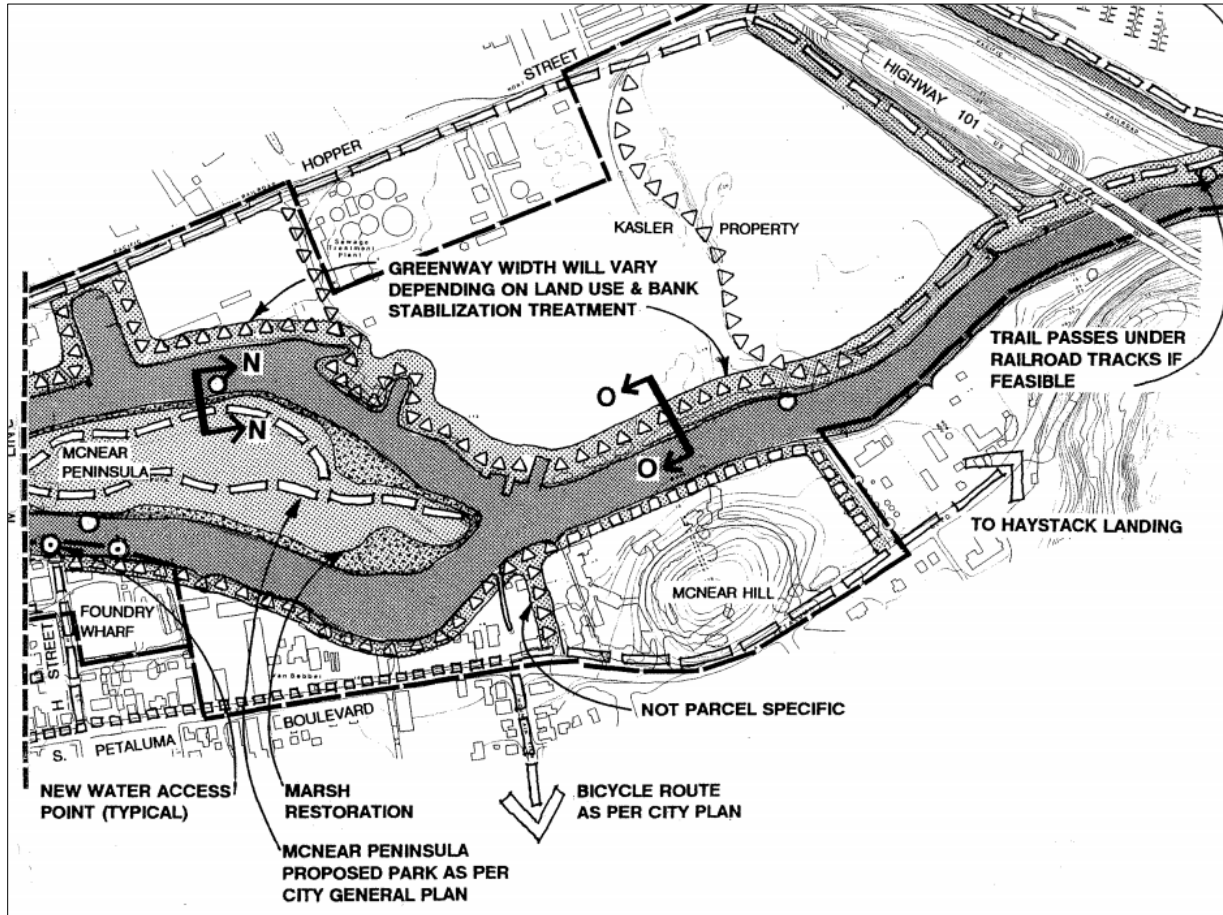
The SmartCode identifies 12 Building Types allowed within the various Transect zones of the CPSP area and regulates by Building Type, the size and dimensions of lots and of buildings, the number of units per lot, the number of stories, and for some building types, the proportions of spaces between buildings.

Individual lot layout will be designed after a preferred alternative is selected, and while building designs have not been prepared, the applicant intends to implement the Main Street Building Type for the affordable and market-rate apartments, and the Townhouse, Duplex, and Cottage Building Types for the single-family portions of the site, as described above and shown in the conceptual plans.

## River Access and Enhancement Plan

The Petaluma River Access and Enhancement Plan describes the community's vision for the Petaluma River, balancing restoration and preservation, pedestrian and bicycle access, vibrant high-density commercial activity oriented to the river, and a mix of uses that complement the riverfront location. For planning purposes, the River Access and Enhancement Plan divides the river corridor into six segments. The subject Project site is in the *Downstream Segment*, which extends from D Street to the Marina and includes the McNear Peninsula and Channel.

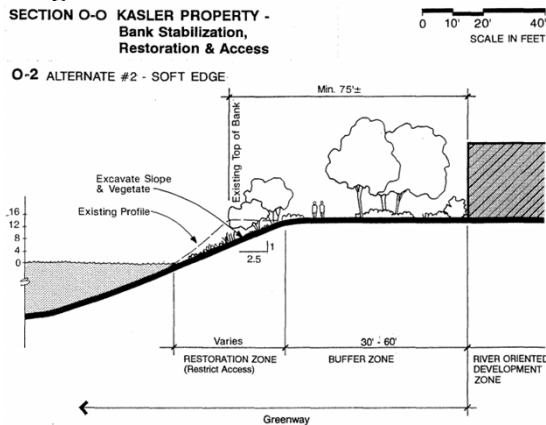
**Figure 7: Portion of Downstream Segment**



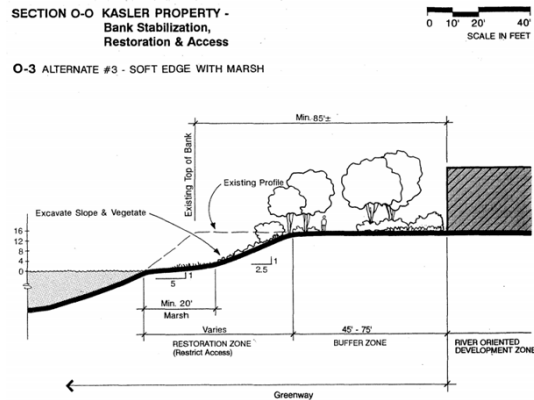
The River Access and Enhancement Plan includes a greenway zone along the river corridor which consists of the river channel, banks, trail and access amenities, habitat protection, and enhancement zones, public parks as designated on the General Plan, and a buffer zone between the top of bank and adjacent development. Along the Project site, a buffer extending a minimum of 75 (85 feet where there is marsh along the waterfront) from the *existing* top of the riverbank is required, and a 30- to 60-foot setback is required from the *new* top of bank. In areas with bank restoration, the slope of the riverbank is reduced, thereby widening the river (**Figures 7, 8, and 9**). In the buffer zone, public access and amenities are allowed; however, parking and buildings are prohibited.



**Figure 8: Buffer Zone without Marsh**



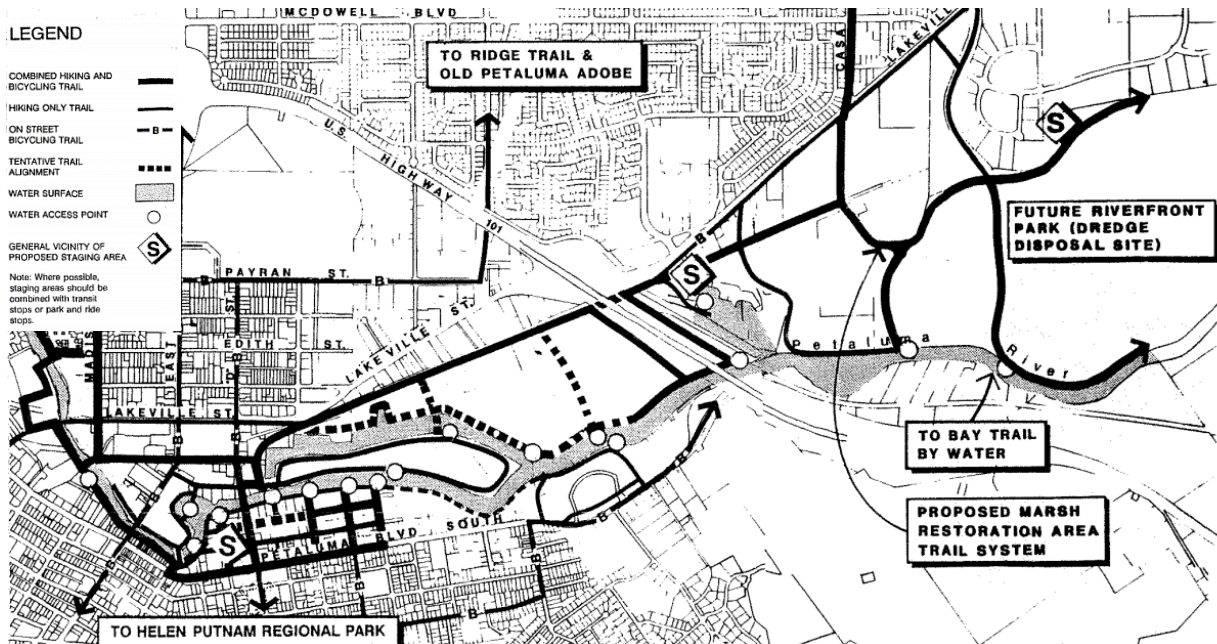
**Figure 9: Buffer Zone with Marsh**



In all four alternatives, the heavy green line parallel to the shoreline identifies the 75-foot setback from the existing top of the bank. Unlike prior conceptual proposals, all four alternatives meet the greenway setback required by the River Access and Enhancement Plan with no encroachments proposed.

Pedestrian and bicycle connections and water access points are identified in the River Access and Enhancement Plan as illustrated in **Figure 10**, including a trail connection from the Project site to Hopper Street, a trail connection from the Project site to the McNear Peninsula, and a water access point along the Project site's waterfront.

**Figure 10: Trail Connections**



All four alternatives include connections to Hopper Street and a floating dock to provide water access for small watercraft. A “future ped/bike bridge by others” to connect the Project site to

the future Petaluma River Park on the McNear Peninsula is identified in the alternatives, and through the development review process, the applicant's role in the development of the bridge will be determined.

## **Traffic Circulation**

Included in the City's long-range transportation plan is a "Southern Crossing" over the Petaluma River just upstream of U.S. 101, connecting Caulfield Lane through the Riverfront project over the river to the roundabout on Petaluma Boulevard South. Under cumulative conditions, 1,500 vehicle trips are expected to use the Southern Crossing.

A condition of approval of the adjacent Riverfront project is that:

*The developer/applicant shall include the following notice in all sale, lease, or rental agreements concerning any portion of such property:*

*"This document shall serve as notification that you have purchased property or you are leasing or renting premises in proximity to the Caulfield Lane Extension which connects to the "Southern Crossing", a bridge identified in Section 5.3 of the General Plan 2025, intended to reduce traffic congestion along the D Street and Washington Street corridors. The construction and operation of the Caulfield Lane Extension may cause off-site effects including without limitation, noise, dust, fumes, and light any time of night or day. This statement is notification that these off-site effects are a component of the planned circulation improvements in the Central Petaluma Specific Plan area of the City of Petaluma and you should be fully aware of this at the time of purchase, lease or rental."*

At the March 2023 community design charette, residents of the Riverfront development expressed concern with cut-through traffic on local residential streets in their neighborhood, specifically along Guadalupe Street, Pico Street, and Bautista Way. At staff's request, the traffic engineer for the project prepared a Preliminary Traffic Assessment (**Attachment C**) estimating vehicle trip generation of the conceptual plan with the fewest units (Concept 3: River's Edge #1) and the conceptual plan with the most units (Concept 4: River's Edge #2). According to the Preliminary Traffic Assessment, the conceptual plans would generate approximately 2,559 to 3,220 daily external vehicle trips, of which 158 to 195 would be during the AM peak hour, and 198 to 249 would be during the PM peak hour.

Based on Sonoma County Transportation Authority (SCTA) Travel Demand Model, approximately 20 percent of peak hour vehicle trips would be expected to use the Southern Crossing resulting in up to 50 peak hour trips, or less than one additional trip per minute. This represents less than four percent of the peak-hour traffic volumes that would use the Southern Crossing under future cumulative conditions. Traffic volumes typically fluctuate by five to 10 percent daily, so the contribution of the Scannell project would be insignificant and within the daily fluctuation of traffic volume.

Nonetheless, cut-through traffic on local residential streets could be an issue. Guadalupe Street, Pico Street, and Bautista Way are not designed to accommodate the level of traffic expected to use the Southern Crossing, and the design of the street pattern and a toolbox of traffic calming measures should be considered in selecting an alternative concept plan for the project that discourages or prevents the use of local residential streets by cut-through traffic. A Traffic Calming Toolbox is attached to the Preliminary Traffic Assessment.

## **Feedback Request**

The concept plans provide a “bird’s eye” view of the project, and after selected, the preferred alternative will be fleshed out with details including street sections, parking, lot layout, building footprints, landscape plans, stormwater treatment and runoff plans, and ultimately, building architecture. Furthermore, there will be a thorough analysis of the environmental impacts of the project in an environmental impact report to be prepared after a complete set of plans is provided.

The Planning Commission may offer non-binding comments regarding the four conceptual plans and provide input on its preferred concept plan. The list below contains questions and highlights some areas on which the Planning Commission may wish to focus its discussion and feedback.

1. Of the four concepts presented, which does the Planning Commission prefer?
2. In the context of the nearby commercial uses and the approximately 8,000-square foot on-site commercial space proposed, does the project retain a meaningful mix of uses in the neighborhood that is consistent with the proposed Mix Use land use designation?
3. Is the proposed location of affordable housing on the westernmost portion of the site appropriate?
4. Is the mix of Building Types (townhouse, duplex, and cottage) appropriate for the for-sale residential area?

Additionally, the Planning Commission may provide feedback on the overall project layout or any other aspect of the conceptual plans that will guide the applicant in preparing detailed plans for a formal resubmittal to the City.

## **CASE STUDIES**

No case studies are associated with this staff report.

## **ENVIRONMENTAL REVIEW**

Technical studies for the project design as presented at the February 22, 2022, Planning Commission Study Session, including for air quality, biological resources, geology, hazardous materials, hydrology and water quality, noise, and transportation, have been prepared, and initial environmental review identified potentially significant and unavoidable impacts associated with transportation. After revised project plans and project description are prepared and reviewed for completeness, the technical studies will be updated.

Placeworks was hired to complete an Environmental Impact Report (EIR), and the Draft and Final EIR will be reviewed. Ultimately, City Council certification of the FEIR must occur before project entitlements can be considered.

## **CITYWIDE GOALS & PRIORITIES**

The proposed action supports City Council Goals and Objectives Workplan Item 103: Prioritize and incentivize sustainable infill development by providing a reasonable and justified land transaction to enable the Oyster Cove infill development and supports continued public access along the Petaluma River.

### **FURTHER RECOMMENDATION**

No further recommendations are provided for this request.

### **ATTACHMENTS**

Attachment A: Conceptual Plans revised June 19, 2023

Attachment B: Project Narrative and Response Letter

Attachment C: Preliminary Traffic Assessment Memorandum dated June 20, 2023,  
and Traffic Calming Toolbox