CITY OF PETALUMA
STAFF REPORT

Community Development Department, Planning Division, 11 English Street, Petaluma, CA 94952
(707) 778-4301 Fax (707) 778-4498 E-mail: petalumaplanning@ci.petaluma.ca.us

DATE: August 13, 2013
TO: Planning Commission
FROM: Alicia Giudice, Senior Planner
REVIEWED BY: Heather Hines, Planning Manager
SUBJECT: Maria Drive Apartments
35 Maria Drive-General Plan Amendment, Zoning Map Amendment and Site Plan and Architectural Review

RECOMMENDATION

Staff recommends that the Planning Commission conduct the required public hearing and take the following actions:

- Adopt by Resolution a recommendation to the City Council to Approve a Zoning Map Amendment to rezone the property located at 35 Maria Drive from PUD-Medical and Office to R-5.

Staff also recommends that the Planning Commission provide initial comments on the Site Plan and Architectural Review of the proposed apartment project.

PROJECT SUMMARY

Project: Maria Drive Apartments,
35 Maria Drive
APN: 007-280-078 & 077

Maria Drive Apartments = 35 Maria Drive 12-GPA-0582
Project File: 12-GPA-0582

Project Planner: Alicia Giudice, Senior Planner

Project Applicant: JDA West, LLC

Property Owner: Jack Yanoff

Nearest Cross Street: McDowell Boulevard South

Property Size: 5.85 acres (255,000 square feet)

Site Characteristics: The site is level and is currently developed with a medical/office complex (constructed in the mid 70's) and associated landscaping and parking lot improvements. There are two access points at Maria Drive. Surrounding uses (Figure 1) include the following:

North: Directly to the north is a public path, which runs along Washington Creek. North of the path/creek is a single family residential neighborhood which has a General Plan land use designation of Low Density residential allowing a density of 2.6-8.0 hu/ac. and is zoned R2.

South: South of the subject property is an existing little league baseball field and elementary school (McDowell Elementary School).

East: Across the street and to the east is a 9.76 acres site developed with a 224-unit apartment complex known as the Addison Ranch (a.k.a., Greenbriar Apartments) which is developed at a density of 22.9 units per acre. The General Plan land use designation for this site is Medium Density Residential which allows a density of 8.1-18.0 hu/ac. and the property is zoned PUD-Greenbriar Multi-family. This PUD is different than the PUD for the project site, which was adopted separately and only allows office on the project site.

West: To the west and southwest is the Washington Square Shopping Center, which is located within the Community Commercial General Plan land use designation and is zoned C2.
Figure 1. Zoning Diagram

**Existing Use:** Existing medical and office complex.

**Proposed Use:** Multifamily Residential – 144 Units (24.6 hu/ac)

**Current Zoning:** Planned Unit District (Greenbriar Medical & Office PUD)

**Proposed Zoning:** R-5

**Current GP Land Use:** Mixed Use (densities up to 30 Hu/ac as part of a mixed use project)

**Proposed GP Land Use:** High Density Residential (densities 18-30 hu/ac)

**Subsequent Actions:**
- City Council Review of Mitigated Negative Declaration, General Plan Amendment and Zoning Map Amendment
- Planning Commission Review of Site Plan and Architecture Review
- Administrative review of a Lot Line Adjustment to combine the two lots.
PROJECT DESCRIPTION

Project Entitlements
The applicant is proposing a General Plan Amendment, Zoning Map Amendment, and Site Plan and Architectural Review to develop the property located at 35 Maria Drive.

The applicant has applied to the City of Petaluma for the following:

General Plan Amendment
The applicant is requesting a General Plan Amendment to change the current land use designation of Mixed Use which allows a residential density of up to 30 housing units per acre (as part of a mixed use project) to High Density Residential which allows densities that range from 18.1 hu/ac to 30.0 hu/ac. The High Density Residential classification would permit a full range of housing types, but is intended for multi-family housing in specific areas where higher density is considered appropriate.

Zoning Map Amendment
The applicant is requesting a Zoning Map Amendment to change the current zoning of the property from Planned Unit District (Greenbriar Medical & Office PUD) to R5. The R-5 zone is consistent with and implements the proposed High Density Residential land use designation. The R5 zoning district is applied to areas intended for the most urban housing types at densities ranging from 18.1 to 30.0 units per acre, but where lower density housing is considered conforming.

Site Plan & Architectural Review
The applicant is requesting approval of Site Plan and Architectural Review for the proposed 144-unit apartment complex and associated parking, landscaping, and common recreational facilities. The site is currently developed with an existing medical/office complex and associated landscape, parking, and access improvements, which would be demolished to accommodate the proposed development. The proposed 144 units would be comprised of 54 one-bedroom units (approximately 800 sq. ft.), 72 two-bedroom units (approximately 1,075 sq. ft.) and 18, 3 bedroom units (approximately 1,275 sq. ft.) in 6 apartment buildings on the site. A total of 8 units would be ADA-accessible units, 37 units would be adaptable units and 3 would be designed for sensory impaired. The development will consist of two building types: building type A (3 each) and building type B (3 each) for a total of six (6) buildings. Both building types are proposed as three stories in height with a building height 38 feet. An approximately 3,517 square foot community building is proposed within the center of the complex.

Architecture
There are two building types: building type A (3 each) and building type B (3 each) for a total of six (6) buildings. These building types are different in the roof design and length of building and minor variations to the exterior, including window and balcony placement and color selection. A variety of colors and materials are proposed (see Sheet A3.4, A4.4, and A5.3). These include a mix of stucco, horizontal lap siding, and board & batten siding. Siding colors range in shades of tans, browns, greens and grays. In addition, stone veneer is proposed for the entry columns and at various locations on the lower level of the buildings.
The Community building is similar in design to the residential buildings. This is a single story building that incorporates the same mix of materials— including stucco, horizontal lap siding, and board & batten siding; and the same mix of colors.

**Site Design.** The project entails a realignment of the existing driveways that exist for the office complex. Three of the buildings would be grouped along Maria Drive and oriented toward street with the driveways located to the north and south of this group. The rest of the buildings would be sited such that they wrap around a central common community area. A mix of garages, carports, and uncovered parking would be located along rear and side property boundaries. To the north would be a new wrought iron fence. Overall, the residential buildings would have the following setbacks:

More than 64 feet from the northerly side property line  
More than 80 feet from the westerly rear property line  
More than 60 feet from the southerly side property line  
More than 17 feet from the easterly front property line

**Access and Parking.** The project would entail realigning the two existing driveways on Maria Drive. The project includes 252 on-site parking spaces including 15 garage spaces and 134 carports spaces and the remaining are standard parking spaces. A total of eleven (11) spaces will be reserved as ADA accessible spaces throughout the site. A total of 144 covered and uncovered bicycle spaces are proposed within 18 racks located throughout the site, adjacent to the residential units, and near the community building and common areas. Details of the proposed garage and carport buildings have not been provided and would be required as part of final Site Plan and Architectural Review.

**Common Areas.** Proposed common areas within the development include a 3,517 square foot community building, swimming pool/hot tub, picnic area, and playground area all located within the center of the complex.
Figure 2. Site Plan

**Lighting.** Lighting cut sheets have been provided which illustrate shielded lighting type of fixtures for the residential buildings and rectangular fixtures on 15 to 20 foot poles for the parking areas and around the pool and common areas. A photometric plan was also provided (Plan Sheets E1.0, E1.1 and E1.2).

**Trash Enclosures.** The locations for proposed trash enclosures is provided in the plans submittal but the details for trash enclosures have not been provided and will be required as part of the final design review submittal. Trash enclosures shall be designed to be in conformance with the Site Plan and Architectural Review Guidelines.

**Fence.** An existing 6-foot high masonry wall located along the westerly and southwesterly property line will remain. A new 6-foot high wrought iron fence is proposed along Maria Drive and along the north side of the property adjacent to the existing pedestrian path. Fence details are provided on Plan Sheet A1.1.

**Monument Sign.** A 6.6-foot high monument sign is proposed at each of the (see Sheet A1.1A). The sign would be constructed with a natural stone base and weathered cedar sign face (approximately 16 square feet) that includes project name, owner name and contact information.
Tree removal. There are 62 Eucalyptus trees and some ornamental trees that will be removed as part of the proposed development. According to a tree report prepared by Robert W. Propos, a Board Certified Master Arborist, all trees are all less than 30 inches in diameter and appear to be in fair to poor overall health and are infested with an insect known as Lerp Psyllids. The trees also show drought symptoms with premature leaf drop and yellowing of the leaves. These trees are not protected trees or required to be preserved under Chapter 17. However, the applicant has submitted a landscape plan that proposes a mix of trees, shrubs, and ground cover along the property frontage, along the perimeter of the site and within the interior of the property.

Lot Line Adjustment
The site consists of two lots that will need to be combined into one lot prior to development. The lot merger of the two separate parcels (007-280-078 & 077) into one will be required as a condition of project approval. More details are provided in the Staff Analysis section below.

GENERAL PLAN AMENDMENT
The applicant is requesting an amendment to the General Plan from the current land use designation of Mixed Use (maximum density allowed: 30 hu/ac) to High Density Residential (18.1 – 30.0 hu/ac). The High Density Residential classification would permit a full range of housing types, but is intended for multi-family housing in specific areas where higher density is considered appropriate.

The site is currently developed with a medical/office complex (constructed in the mid 70's) and associated site improvements such as landscaping and parking lot improvements, which will be demolished/removed. The office complex has had a high vacancy rate for several years, currently at about 50 percent compared to the City's overall office vacancy rate of approximately 25 percent. Absorbing the high vacancy rate for this site will be difficult given the condition of the buildings and vacancy rates for the City in general. According to the Economic Development Manager and documentation submitted by the applicant (Attachment H), vacancy rates for rental housing is currently at approximately 2 percent.

In addition, the applicant has submitted a memo prepared by BAE Urban Economics, dated July 25, 2013 (see Attachment I) and EDA dated July 26, 2013 (see Attachment J), that provides reasons retail and office space would be difficult to tenant at this location. The primary reason is that the site does not have direct access to major corridors and is not visible from existing shopping centers. The Economic Development Manager relayed a similar conclusion during past discussion about the site.

Because the requested General Plan Amendment would allow a density range that is currently permitted under the Mixed Use Designation, impacts associated with this amendment are similar to what has already been evaluated in the General Plan EIR.

The project is located across the street from an existing apartment complex, which is developed at a density of 22 units per acre, similar to the permitted density range under the current and proposed land use designation, which allows a density range between 18.1 to 30 units per acre. To the north
across Washington Creek is an existing residential development, which has a Low Density land use designation, which is developed at a density of approximately 7 units per acre.

The proposed General Plan amendment would facilitate development of the site with residential development that would support the nearby shopping centers. For example, to the west and southwest and within a 500-foot walking distance of the project site, is an existing shopping center known as Washington Square with frontage on N. McDowell Boulevard. This shopping center contains more than 220,000 square feet of retail uses serving the surrounding area. Additionally, on the other side of Washington are the Plaza South and Plaza North, which include over 300,000 square feet of additional retail uses in the vicinity of the project.

Also within walking distance is McDowell Elementary School and McDowell Park.

The East Side Transit Center is located within 500 feet of the project site on N. McDowell Boulevard and Maria Drive, providing access to four existing bus routes within the City.

Relevant General Plan Policies
The proposed amendment would not cause internal inconsistencies in the General Plan. The proposed residential densities are similar to what is permitted under the existing residential densities. General Plan policies that support the proposed amendment include the following:

1-P-1: Promote a range of land uses at densities and intensities to serve the community needs within the Urban Growth Boundary (UGB).

1-P-2: Use land efficiently by promoting infill development, at equal or higher density and intensity than surrounding uses.

The site is surrounded by a mix of densities including a multifamily development across the street, which has been developed at a density of approximately 22 units per acre and a single family residential development to the north, which is developed at a density of approximately 7 units per acre. The proposed density range of 18.1 to 30 units per acre is similar to the existing multi-family development across the street, would provide a mix of densities in the immediate area and is consistent with the densities allowed under the existing Mixed Use land use designation. The proposed General Plan amendment would promote development of an underutilized infill site with high density residential, which is similar to or higher than densities surrounding the site and intensity residential uses near existing retail development.

One example of how this is accomplished is through the applicant’s proposed development for a 144 unit residential development on a 5.85-acre parcel, which results in a density of 25 units per acre and is within the density range allowed under the current and proposed land use designation. The physical separation and proposed site layout provides a transition from single-family development on the other side of Washington Creek thereby minimizing potential privacy impacts as is demonstrated by the proposed development (see: Attachment K). This land use pattern also concentrates multi-family development (Addison Ranch and Maria Drive Apartments) near retail shopping and transit services and transitions into single-family development east of Washington Creek.
Promote residential development within the Urban Growth Boundary.

Encourage the development of housing on underutilized land.

The site is currently developed with an office development that has an ongoing high vacancy rate. The proposed amendment would allow development of this site with multi-family housing. The proposed High Density Residential Land Use designation would allow densities of 18.1-30.0 units per acre, which is equal to the residential densities allowed under the existing Mixed Use land use and is similar to the densities that exist across the street within the Addison Ranch/Greenbriar apartment complex (22 units per acre).

General Plan Consistency
In addition to the above policies that are relevant to the General Plan Amendment, the following demonstrates how development of the proposed project would be consistent with General Plan Policies:

1-P-3 Preserve the overall scale and character of established residential neighborhoods.

The General Plan amendment would allow development of this site with high density residential housing at a density range similar to what is across the street. The project has been designed with a minimum 17-foot front yard setback from the front property line along Maria Drive. This front yard area would be landscaped with a combination of groundcover, shrubs, and trees. Buildings are oriented toward the street with parking located along the interior property boundaries and within the interior of the development. The common areas and community room are also located within the interior of the lot with the six residential buildings surrounding this area.

4-P-6 Improve air quality through required planting of trees along streets.

Trees are proposed along the Maria Drive street frontage and within the interior of the lot. Parking lot trees are proposed within landscape fingers 6-8 spaces apart as well as within the common area surrounding the community building and pool area.

11-P-1.1 Promote residential development within the Urban Growth Boundary.

The proposed project would provide high-density residential development on land within the Urban Growth Boundary.

11-P-1.2 Encourage the development of housing on underutilized land.

The existing site is developed with office buildings that have a high vacancy rate (approximately 50%). The project will provide additional housing on underutilized land within the Urban Growth Boundary.

11-P-2-1 Encourage a mix of housing design types.
The proposed project consists of 144 residential units consisting of a mix of 1, 2, and 3 bedroom units contained within six buildings. There would be two building types that provide variety within the development while maintaining a unified design. In addition, the community building provides a variation of the residential units while minimizing height. The project is laid out to maximize accessibility by each of the units. A total of 8 units would be accessible, while 37 would be adaptable units. In addition, 3 of the units would be designed to accommodate persons with sensory impairments.

11-P-10.1. Promote the use of energy conservation features in the design of residential development.

The applicant has submitted a one-page "Green Initiative" that demonstrates the green building elements that will be incorporated into the project (see Attachment L). These measures include recycling, use of low-water-use plants, low energy and low water-use appliances, exceeding Title 24 by 15 percent, etc. In addition, the proposed project will be required to demonstrate compliance with CalGreen Tier One requirements at building permit submittal.

**Consistency with Government Code Section 65358**

Government Code Section 65358 allows General Plan amendments when it is deemed in the public interest to do so. The proposed General Plan amendment would allow for development of the property at a density ranging from 18 to 30 units per acre, which is consistent with the density allowed under the existing land use designation. Residential development at this density would support the existing nearby shopping centers due to proximity of the site to these centers. Office vacancy rates within the city are currently at approximately 25 percent. By comparison vacancy rates for rental units are at approximately 2 percent. Furthermore, the applicant reports a vacancy rate of over 50% for this office complex. The proposed amendment will facilitate the conversion of highly vacant office/complex into a high density residential development within proximity to retail shopping centers, park and educational facilities, and transit routes.

The applicant has submitted a development proposal which provides an example of how this would be accomplished. The applicant is seeking Site Plan and Architectural Review for a 144-unit market rate apartment complex. The development would incorporate 8 ADA-accessible units, 37 adaptable units and 3 units designed for the sensory impaired. In addition, the applicant is proposing to pay affordable housing fees, in lieu of constructing on-site affordable housing, consistent with Program 4.4 of the Housing Element. Payment of in-lieu fees will allow the city to continue to fund affordable housing through land acquisition and assistance to non-profit developers and other mechanisms, including the "silent second mortgage" program.

**SB18 Consultation**

SB18 established responsibilities for local governments to contact, provide notice to, refer plans to and consult with local tribes prior to amending a general plan. The purpose of consultation is to ensure mitigation of cultural resource sites. Consultation is expected to be ongoing and can continue through City Council deliberation on the subject general plan amendment.

In compliance with SB18, the city made contact with the Federated Indians of Graton Rancheria and provided plans and relevant documents. In response to concerns raised by the tribe representative,
mitigation measures were included in the initial study to address accidental discovery of cultural resources and human remains. The City provided a list of these measures to the tribe representative. No additional request for ongoing consultation has been received at this time.

ZONING MAP AMENDMENT

The applicant is requesting a zoning map amendment to rezone the subject property from PUD-Planned Unit District (Greenbriar Medical & Office PUD) to R5. The proposed R-5 District is consistent with the proposed High Density General Plan land use designation. The proposed project is consistent with the development standards for the R-5 zoning district including setbacks, parking requirements, and building height, as outlined in the Implementing Zoning Ordinance (Table 4.9).

The requested zoning map amendment complies with IZO Section 25.050.B., which requires the Planning Commission to make a finding that the public necessity, convenience and general welfare clearly permit and will be furthered by the proposed amendment. This finding can be made for the following reasons:

1. The amended zoning designation will result in uses that are appropriate and compatible with surrounding uses. A mix of high density and low density residential development surrounds the project site. Existing community services in the immediate vicinity include the Washington Square Shopping Center, Little League Ball Field, and McDowell Elementary School and support high density residential development at this location. Existing transit facilities along Maria Drive and N. McDowell Boulevard allow opportunities for alternate modes of travel to/from the project site.

2. The project site has a high office vacancy rate of 50 percent, which is higher than the Citywide office vacancy rate of approximately 25 percent. Allowable uses under the current PUD zoning is limited to office. The zoning map amendment would allow development of this site with rental housing.

3. The project requires Site Plan and Architectural Review, a finding of consistency with SPAR guidelines, and final discretionary approval by the Planning Commission.

Compliance with IZO

Proposed development would be required to comply with applicable development standards contained in the IZO. The following is a list of those standards and how the project satisfies zoning requirements:

Parking

Table 11.1 of the IZO outlines the minimum on-site parking requirements for specific use types. For multi-family dwelling the IZO requires 1 covered or uncovered parking space for each bedroom, studio, or efficiency unit. In no case shall a project provide an overall parking ratio of less than 1.5 spaces per unit. The proposed 144-unit development would contain a total of 252 bedrooms therefore requiring a total of 252 parking spaces (1 per bedroom). The applicant proposed a total of 252 parking spaces and therefore, complies with the minimum parking space requirement. In addition,
the applicant would provide a parking ratio of 1.75 spaces per unit thereby exceeding the minimum parking space per unit ratio requirement.

The applicant is proposing to accommodate the 252 parking spaces as follows:

- 104 uncovered spaces (including 5 ADA accessible spaces)
- 15 garage spaces
- 134 covered carport spaces (includes 6 ADA accessible spaces)
- 252 Total spaces

Parking is distributed throughout the site to provide ADA parking, guest parking, and covered spaces within a reasonable distance to each of the units.

Chapter 11.090 of the IZO states that the number of bicycle parking spaces required shall be a minimum of 10% of the automobile spaces required. A total of 252 automobile parking spaces are required, therefore requiring a total of 25 bicycle parking spaces. The applicant proposes a total of 144 covered and uncovered bicycle parking spaces. These spaces will be provided within 18 racks located adjacent to each of the buildings and near the community building.

Building Height
The maximum building heights allowed within the R-5 district is 45 feet for primary buildings and 25 feet for accessory structures. Height is measured as the vertical distance between the average finished grade and the midpoint between the eaves and the ridge. The proposed residential buildings would reach a height of approximately 38 feet in compliance with the maximum height allowed for primary structures. The proposed community building would reach an average height of approximately 20 feet also in compliance with maximum height allowed for accessory structures. Building elevations have not been submitted for the proposed garages and carports. However, compliance with the maximum building height for accessory buildings will be verified prior to bringing the project back for final SPAR review.

Building Setbacks
There are no minimum setbacks required for a primary building within the R-5 zoning district. However, the site plan demonstrates a 17-foot setback from the front property line. Setbacks from the rear and side property lines are at least 60 feet for the primary buildings. Accessory buildings are required to respect a 4-foot side yard setback and a 5-foot rear yard setback. The site plan demonstrates garage and carport setbacks that comply with the minimum setback required for accessory buildings.

Petaluma Bicycle and Pedestrian Plan
The Petaluma Bicycle and Pedestrian Advisory Committee (PBAC) reviewed the proposed project on November 7, 2012 and provided final comments on November 14, 2012. The PBAC comments have been incorporated as draft conditions of approval for SPAR. The following is a list of the committee's comments.
• PBAC recommends safe, convenient, and secure bicycle parking; bicycle rack styles and locations. Racks should be conveniently located near entrances. Applicant to ensure adequate access to each rack from all sides and avoid placing racks too close to any wall or structure.

According to the site plan (plan sheet A1.1) the applicant has provided 18 bike racks on-site for a total of 144 bicycle parking space.

• There shall be no direct glare into bicyclists’ and pedestrians’ eyes. Lighting shall be directed downward to minimize light pollution.

• The section of Maria Drive that this project fronts is part of a proposed class III bikeway. We would suggest the developer help with signage on this portion of the path.

• Project to include 1) signage along Maria Frontage alerting motorists to bikes/pedestrians traveling along Class III in front of project along Maria, 2) wayfinding signage within the development directing pedestrians to access through the northerly fence to the class I path that connects E Washington and Ely Blvd.

• Signage and one way or keyed gate access through the wall/gate on the northerly side of the site to Class I path that connects E Washington and Ely Blvd.

The Petaluma Police further recommends that should a gate be provided at this location, that the gate shall be self-closing, one-way and keyed. This has been included as condition of approval.

• PBAC recommends more crosswalks at “corners” within the complex and beyond solely handicap crossings. As the development will have children, they also suggest traffic calming measures within the complex like “speed bumps” or similar feature.

• Encouraging pedestrian access within the project and to the local shopping center so that vehicular use is encouraged to be minimalized.

Given the project site’s proximity to McDowell Elementary School, parks and shopping it is reasonable to assume that some of the development’s residents and guests will walk, bicycle, and/or utilize transit to reach their destinations. Sidewalks currently exist along both sides of Maria Drive near the project frontage. The driveways would be modified to align with the intersection of Park Lane and Maria Drive, on the southerly access point and to align with the access driveway for the Addison Ranch apartment complex on the northerly access point. In addition, conditions of project approval would require that all portions of broken, cracked, displaced sidewalk along the Maria Drive frontage be removed and replaced with City standard sidewalk.

Marked pedestrian crossings are on Maria Drive at the Washington Creek Trail crossing (just north of the project site) and at the Maria Drive/Park Lane intersection (just south of the project site). These crossing are appropriate given the surrounding pedestrian network, and
are located on straight segments of Maria Drive where the sight distance is good. The project will be conditioned as per the Traffic Study prepared by W-Trans that additional marked crosswalks be added so that all three legs of this intersections will have pedestrian crosswalks. In addition, existing parking restrictions along Maria shall remain in effect and red curb shall be noted on the improvement plans as determined by the City Engineer.

LOT LINE ADJUSTMENT

The project site consists of two lots that would be developed as one single development site. In some cases, proposed buildings would cut across the property line, which would require more strict application of certain building/fire code. To address this, conditions of project approval require the applicant to combine the two lots into one single lot through submittal of a Lot Line Adjustment prior to issuance of grading/building permits for the site.

SITE PLAN & ARCHITECTURAL REVIEW

Staff recommends that the Planning Commission review the site, landscaping and architectural plans for the Maria Drive Apartment Complex, consider any comments from the public and provide initial feedback. The Planning Commission cannot take final action on the Site Plan and Architectural Review until the City Council acts on the other associated entitlements for the project which include the Adoption of a Mitigated Negative Declaration, a General Plan Amendment and an Zoning Map Amendment. Upon approval by the City Council the project will be brought back to the Commission for final approval of Site Plan and Architectural Review. Staff has provided for consideration by the Commission draft findings and conditions of approval.

The City of Petaluma's Site Plan & Architectural Review Procedures and Guidelines provide general standards to achieve a satisfactory quality of design in the individual building and its site, appropriateness of the building to its intended use, and the harmony of the development within its surroundings. Prior to SPAR approval the Planning Commission must make the following findings as outlined in Section 24.010 of the IZO. Initial staff analysis is shown in italics.

1. The appropriate use of quality materials and harmony and proportion of the overall design.

The proposed architectural design uses a variety of colors and materials to break up the building mass in a harmonious way. Materials include a mix of stucco, horizontal lap siding, and board & batten. In addition, stone veneer is proposed for the entry columns and at various locations on the lower portion of the buildings. (see Project Plans Sheets A3.4, A4.4, and A5.3).

2. The architectural style which should be appropriate for the project in question, and compatible with the overall character of the neighborhood.

The roof design is similar to hip roof design of the Addison Apartments and the hip roof that is prominent in the single-family development north of the project site. The architectural style is appropriate for the site and uses colors, materials and design features that make the proposed development compatible with existing multi-family development across the street and existing single-family residential along Maria Drive to the north. The buildings proposed along Maria
Drive are oriented toward the street. In addition, the project proposes setbacks of at least 64 feet from the north property line at the Washington Creek path boundary line and at least 140 feet from single family residential development to the north; at least 80 feet from the westerly property line where it borders the retail shopping center and 15 feet along the easterly property line along Maria Drive. The proposed architectural style combined with building orientation and setback from property lines create continuity along Maria as a residential corridor, maintains privacy for existing development, and minimizes potential conflicts between commercial and residential development.

3. The siting of the structure on the property as compared to the siting of other structures in the immediate neighborhood.

The project proposes setbacks of at least 64 feet from the north property line at the Washington Creek path boundary line, and at least 140 feet from single family residential development to the north; at least 80 feet from the westerly property line where it borders the retail shopping center and 15 feet along the easterly property line along Maria Drive. The structures along Maria Drive are oriented toward the street with parking, access, and community building and pool located within the center of the lot. This siting is consistent with existing multi-family development across the street, and also consistent with single-family residential development, which are sited to face the street with private areas toward the rear of the property. In addition, conditions of approval would require a keyed/gated access to the pedestrian path along Washington Creek.

4. The bulk, height, and color of the proposed structures as compared to the bulk, height, and color of other structures in the immediate neighborhood.

The proposed colors and materials are compatible with existing development. Materials include a mix of stucco, horizontal lap siding, and board & batten. The mix of colors include neutral tones (tan, beige, taupe), which are similar to existing multi-family development across the street. The proposed height would be within the maximum allowed under the R-5 designation and would create a transition from the commercial development to the south to the single-family residential development to the north. In addition, the variety created by roof pitches, balconies, and use of colors and materials serve to further break up the bulk and mass of the building.

5. Landscaping to approved City standards shall be required on the site and shall be in keeping with the character or design of the site. Existing trees shall be preserved wherever possible, and shall not be removed unless approved by the Planning Commission.

The applicant is proposing removal of 62 Eucalyptus Trees and some ornamental trees due to poor health. None of these trees are protected trees. The applicant has submitted a landscape plan that proposes a mix of native California and horticultural appropriate trees, shrubs and groundcover. Lawn area is minimal and is only within courtyard area of the picnic area; playground and community center for the residents. Conditions of project approval require the applicant to comply with landscape water use efficiency standards of the City's water conservation ordinance.
6. Ingress, egress, internal circulation for bicycles and automobiles, off-street automobiles and bicycle parking facilities and pedestrian ways shall be so designed as to promote safety and convenience, and shall conform to approved City standards. Any plans pertaining to pedestrian, bicycle, or automobile circulation shall be routed to the PBAC for review and approval or recommendation.

The access driveways would be modified to align with existing intersections of Maria Drive and Park Lane at the southerly side of the project site, and access driveway of the Addison Ranch apartments at Maria Drive on the northerly side of the project site. The applicant is proposing interior pedestrian and bicycle facilities, such as bike racks, walkways, way-finding signs. The applicant is proposing a 6-foot high wrought iron fence along the front property line with no proposed gate. The only pedestrian access to and from Maria Drive would be at the access driveway on the northerly and southerly portions of the site. In addition, Section 13.020 of the IZO limits front yard fence heights to no more than 42 inches from grade. Therefore, conditions of approval would require that the proposed fence height be modified to comply with the IZO, that the fence contain breaks consistent with the breaks between buildings to allow pedestrian access, and that pathways be extended through the project site to ease pedestrian and bicycle access between the three frontage buildings.

PUBLIC COMMENTS

Upon receipt of the proposed project/application (October 24, 2012) staff sent a notice of application (November 11, 2012) to all property owners and occupants within 500 feet of the subject property to inform them that the project proposal had been submitted and was available for review.

On February 6, 2013, the project applicant held a neighborhood meeting at the McDowell Elementary School; approximately twelve (12) people attended the neighborhood meeting as well the planning staff. A number of questions were asked about the development pertaining to if the land had been purchased, whether or not the development would be sold off, how many people the project would generate and the income levels associated with the project. Concerns were raised regarding privacy from the upper units looking into the backyards and windows of the adjacent existing single-family homes, traffic, and parking over flow into the existing neighborhoods. Neighbors suggested additional landscaping along the property boundary of the subject property and the pedestrian path. Residents were also concerned about access to the pedestrian path and expressed concerns with allowing access. The residents also suggested the complex have gated driveways. Concern regarding a potential loss of property value was also expressed. Concerns were raised regarding the height of the project and how dense the project appeared and that it appeared very tight and squeezed in and that more open space or openness to the site might be appropriate.

A Notice of Intent to Adopt a Mitigated Negative Declaration and a Notice of Public Hearing was published in the Argus Courier on June 27, 2013 (with a corrected notice posted on July 11, 2013) and mailed to all property owners and occupants within 500 feet of the subject property.

Maria Drive Apartments – 35 Maria Drive 12-GPA-0582
In response to the notice the City has received both written and verbal comments from neighbors related to potential increase in traffic, traffic related noise, increased use of the creek path for inappropriate and illegal activity, and a general opposition to multi-family development near existing single-family development. Written comments received to date are attached and summarized below:

1. A concern that the proposed project will cause traffic congestion at the intersection of Maria Drive and Washington and at the intersection of Maria Drive and N. McDowell Boulevard and at the intersection of Washington Street and N. McDowell Blvd.

**RESPONSE TO COMMENT:** A traffic study was prepared by W-trans on June 14, 2013, and submitted to the City. This traffic study evaluated the Level of Service at the intersections noted above. The report concluded that under baseline plus project conditions (which includes all recently approved but not yet constructed projects) the intersection of E. Washington and McDowell Boulevard would operate at LOS E. However, under Future plus Project conditions (which assumes construction of the Rainer Avenue interchange and a protected left turn phasing on the E. Washington approaches at Maria Drive), LOS at all the noted intersections would continue to operate at acceptable levels. The traffic report also states that while the intersection of E. Washington and McDowell Boulevard would operate at LOS E, the project would only contribute a 1 second delay at this intersection.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing LOS</th>
<th>Baseline</th>
<th>Baseline plus project</th>
<th>Future plus project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maria Drive/E. Washington St.</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>Maria Drive/ McDowell Blvd</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>E. Washington/ McDowell Blvd</td>
<td>D</td>
<td>E</td>
<td>E</td>
<td>D</td>
</tr>
</tbody>
</table>

2. When combined with other projects in the area such as the new shopping centers, and other proposed housing residential projects traffic congestion would be even worse.

**RESPONSE TO COMMENT:** Baseline conditions included projects that had been approved but had not been constructed. These projects include:

- East Washington Place-approximately 377,951 square feet of retail/office on near Sonoma Marin fairgrounds
- Deer Creek Village-approximately 345,000 square feet of commercial on N. McDowell Blvd
- The Birches-a 21-lot single-family subdivision on Wood Sorrel Drive near N. McDowell Blvd
- Vintage Chateau II- a 68-unit senior apartment complex on N. McDowell Blvd near Lynch Creek Way
- Kelgren Senior Housing- a 50 unit senior housing project at 855 Wood Sorrel Drive
- OilStop-located at 1004 Lakeville Street
- Lindberg Circle-Nine residential units located at 890 Lakeville Street
• Park Square: Approximately 26,000 square foot commercial project at Lakeville and Casa Grande
• North River Landing: a mix of apartments, retail-office and assisted living facility at 414 Petaluma Boulevard North
• Quarry Heights: 274 unit residential development on Petaluma Boulevard South just west of US 101
• Sunnyslope II: a 22-lot subdivision on Sunnyslope Road
• Logan Place: a 66 unit affordable housing development at 1200 Petaluma Boulevard North
• Addison Ranch: 100 unit increase in apartment units on Maria Drive

Therefore, Level of Service shown under Response to Comment 1 above reflect future approved projects.

3. That the project’s increase in vehicle trips will require increased traffic controls.

RESPONSE TO COMMENT: According to the traffic analysis, the proposed project would be expected to generate a total of 938 trips per day. However, the existing office use currently generates a total of 563 trips per day. Therefore, the total increase in trips would be 393.

4. Increased vehicle trips will increase pollution and result in health risks.

RESPONSE TO COMMENT: The applicant has submitted Health Risk Analysis and Greenhouse Gas Emissions Assessment using the CalEEMod model, along with the project vehicle trip generation rates to predict annual emissions associated with operation of the fully-developed site under the proposed project. In 2015, net annual emissions resulting from the proposed project are predicted to be 639 MT of CO2e. These emissions would be below the BAAQMD threshold of 1,100 MT of CO2e/yr.

Also, the Initial Study concluded that incorporating Mitigation Measures AQ-1 through AQ-4 will minimize exposure of sensitive receptors to potentially substantial fugitive dust and exhaust emissions, and assures that temporary construction emissions do not exceed the BAAQMD significance thresholds for community risk and hazard impacts. These measures include Basic Construction Mitigation Measures established by the Bay Area Air Quality Management District, utilization of construction fleet that meets US EPA standards for reducing particulate matter and the installation of electrical power to facilitate use of electric powered equipment.

5. Parking will become a problem along the Maria Drive in front of the project and continue to the single-family residential neighborhood to the north.

RESPONSE TO COMMENT: The project includes 252 on-site parking spaces including 15 garage spaces and 134 carports spaces and the remaining are standard parking spaces. A total of eleven (11) spaces will be reserved as ADA accessible spaces throughout the site. In addition, a total of 144 covered and uncovered bicycle spaces are proposed. This parking proposal results in a parking ratio of 1.75 parking spaces per unit which exceeds the City of Petaluma automobile parking requirement of 1.5 spaces per unit. It also exceeds the and the minimum bicycle parking

Maria Drive Apartments 35 Maria Drive 12-GPA-0582

11-18
obligation which shall be a minimum of 10% of the automobile spaces required. A total of 252 automobile parking spaces are required, therefore requiring a total of 25 bicycle parking spaces. The applicant proposes a total of 144 covered and uncovered bicycle parking spaces. Therefore, parking related impacts are not expected.

6. That the proposed project would impact rear yard privacy for existing residents to the north.

**RESPONSE TO COMMENT:** The applicant proposes six 3-story buildings. Due to site configuration, some windows would be directed to the north. However, an approximately 64-foot setback from the northerly property line to nearest residential building is proposed. In addition, the northerly site property line is at least 80 feet from the nearest property line across the creek to the north. This would create at least a 140-foot combined separation from the property lines of existing development to the nearest residential structure on the proposed project (see Attachment K). In addition, the applicant is proposing to install 19 trees along this property boundary (see Attachment O-Sheet E1), creating an additional visual buffer between the proposed and existing development. Therefore, privacy impacts are not expected.

Additional comments that are not related to the environmental document include a concern about crime, illegal activity along the creek, low income housing, and request that the project be reduced to fewer units with more green spaces.

**ENVIRONMENTAL REVIEW**

Pursuant to the requirements of the California Environmental Quality Act (CEQA), an Initial Study of potential environmental impacts was prepared for this project. The potential for significant impacts were identified in the following eleven categories: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Hydrology, Noise, and Traffic.

Mitigation measures have been proposed and agreed to by the applicant that will reduce potential impacts to less than significant levels and are incorporated into the Mitigation Monitoring and Reporting Program. There is no substantial evidence in light of the whole record that the project, as mitigated, would have a significant effect on the environment.

It is therefore recommended that the Planning Commission recommend adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program by the City Council. The Initial Study, Mitigated Negative Declaration, Monitoring and Reporting Program, are included as Attachments. The mitigation measures are summarized below (please see Attachment E for a full description of the measures).

Environmental impacts considered to be “Less than significant with mitigation measures” were identified in eleven categories in the Initial Study. The following mitigation measures summarized below (for full text please see Attachment E) will reduce all project impacts to a “Less than significant level.”
VIS-1 and VIS-2: Requires low-intensity lights for all exterior lighting to be directed onto the project site and access ways, and shielded to prevent glare and intrusion onto adjacent properties.

AQ-1 thru AQ-3: Implement BAAQMD Basic Construction Mitigation Measures and mitigation measures that require vehicle and equipment that meets US EPA particulate matter emissions standards, that minimizes hours that equipment will operate and requires installation of electrical power at the site early in the construction process to allow use of such power for construction equipment.

BIO-1: Conduct vegetation removal through cutting and/or grubbing between February 1 and August 31 outside of the general breeding bird season. Otherwise, require preparation of pre-construction nesting bird surveys within 14 days prior to such activities to determine the presence and location of nesting birds.

CUL-1 thru CUL-3: Require preconstruction test drilling for any grading proposed at depths of 5 feet or greater and establishes steps to follow in the event of accidental discovery of cultural resources and/or human remains.

GEO-1 thru GEO-8: Requires submittal of updated site specific geotechnical report that addresses week or expansive soils, foundation design, cuts and fills and requires conformance with applicable building codes and engineering standards.

HYDRO-1 thru HYDRO-6: Requires preparation of Stormwater Pollution Prevention Plan, compliance with City of Petaluma Phase II Storm Water Management Plan, requires: stencils at inlets and catch basins ("NO DUMPING-DRAINS TO OCEAN"); provide drainage plans that demonstrate compliance with General Plan Policy 8-P-36 which requires an on-site stormwater detention system to limit post-construction stormwater peak flows leaving the site to not exceed pre-project peak flows by detaining peak stormwater runoff from the 100-year, 24 hour storm event. In addition, payment of Storm Drainage Impact Fees are required.

NOI-1 and NOI-2: Establishes construction hours of 7:00 am to 6:00 pm Monday through Friday and interior-only work may be conducted on Saturdays from 9:00 a.m. to 5:00 p.m. Prohibits construction activities on Sundays and all federal, state, and local holidays. Requires a detailed acoustical analysis identifying which units will require an alternative ventilation system because the windows need to be in the closed position to meet the indoor noise standard per the State of California
and the City of Petaluma requirement that interior noise levels be reduced to a CNEL of 45 dBA or less in habitable rooms.

CIRC-1 through CIRC-4: Requires 10-foot signage setback to ensure sufficient line of sight, requires traffic calming and pedestrian access measures such as cross walks, colored pavement, and speed bumps and signage within the project and crosswalks and signage on Maria Drive.

CATEGORIES OF POTENTIAL IMPACT

Aesthetics
The Initial Study identified light and glare as a potentially significant impact. To mitigate this impact, the Initial Study incorporates Mitigation Measures VIS-1 and VIS-2 which limits exterior lighting to areas within the project site in such a way that there is no intrusion onto adjacent properties. In addition, lighting is required to be low intensity with the use of floodlights not allowed.

Air Quality
The project would result in emissions from construction activities including grading and vehicle/equipment use. Major sources of emissions during grading and site preparation include exhaust from construction vehicles; fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces and soil disturbances from grading and backfilling. The Initial Study concluded that incorporating Mitigation Measures AQ-1 through AQ-4 will minimize exposure of sensitive receptors to potentially substantial fugitive dust and exhaust emissions, and assures that temporary construction emissions do not exceed the BAAQMD significance thresholds for community risk and hazard impacts. These measures include Basic Construction Mitigation Measures established by the Bay Area Air Quality Management District, utilization of construction fleet that meets US EPA standards for reducing particulate matter and the installation of electrical power to facilitate use of electric powered equipment.

Biology
Due to the developed nature of the site, impacts on biological resources were not expected. However, in compliance with the Migratory Bird Treaty Mitigation Measures BIO-1 requires preconstruction surveys if tree removal is to occur during the nesting period.

Cultural Resources
Although cultural resources were not evident on the site the initial study concluded that there is always a chance for accidental discovery. The initial study incorporated Mitigation Measures CULT-1 through CULT-3 that address the potential for accidental discovery of cultural resources and human remains. The list of mitigation measures was done in consultation with representative from the Federated Indians of Graton Rancheria under SB18 Consultation.

Geotech
The Initial study concluded that the potential for geologic related impacts related to liquefaction, erosion, and expansive soils would exist from the proposed project. Implementation of GEO-1 through GEO-8 which require submittal of detailed geotechnical report and an erosion and sediment control plan would reduce impact to less than significant levels.
Hydrology
The initial study concluded that Hydrology-related impacts would be reduced to less than significant levels through implementation of Mitigation Measures HYDRO-1 through HYDRO-6 by requiring submittal of Storm water Pollution Prevention program, construction of an on-site detention system, and compliance with the City Phase II Stormwater Management Plan.

Noise
The California Building Code requires that future noise conditions be considered when determining a building’s sound-attenuation requirements. The Petaluma General plan EIR shows existing and future (year 2025) noise levels for US 101. According to this data, it is calculated that noise levels at the site could increase by up to 2 dBA due to increased noise from distant traffic.

Based on the noise measurement program and consideration of little league noise, the project site is exposed a CNEL of 60 to 62 dBA. With future increases in traffic volumes, the CNEL could increase to 62 to 64 dBA. This increase would not exceed applicable exterior noise standards. The State of California and the City of Petaluma require that interior noise levels be reduced to a CNEL of 45 dBA or less in habitable rooms. Since the exterior CNEL is up to 64 dBA, the required exterior-to-interior noise reduction is up to 19 dBA.

This can normally be accomplished with conventional construction. The Initial Study concluded that implementation of Mitigation Measure NOI-1, which requires submittal of a detailed acoustical study that demonstrates interior noise levels would meet the standards of 45 dBA would reduce noise impacts to less than significant. The Initial Study also concluded that noise impacts related to construction activity would be reduced to less than significant levels through implementation of Mitigation Measure NOI-2, which restricts construction hours.

Traffic
The Initial Study identified potential impacts related to sight visibility and internal circulation. Implementation of Mitigation Measures CIRC-1, which requires that an appropriate sight distance be maintained and CIRC-2 through CIRC-4, which require bicycle and pedestrian signage and traffic calming measures would reduce impacts to less than significant.

The initial study did not identify impacts associated with Level of Service or trip generation. A Traffic Impact Study was prepared by W-Trans on June 14, 2013. The traffic study evaluated the following intersections:

- East Washington Street/US 101 Southbound ramps
- East Washington Street/US 101 Northbound ramps
- East Washington/McDowell Boulevard
- East Washington/Maria Drive
- Marin Project Driveway/Maria Drive
- South McDowell/Boulevard/Maria Drive

The Initial Study concluded the following:
• All study intersections currently operate at acceptably at LOS D or better and are expected to continue to do so under near-term baseline and cumulative conditions.
• Four of the study intersections have experienced a rate of collisions that is higher than the statewide average for similar facilities. The majority of these collisions are attributed to congestion along East Washington Street, which is expected to be alleviated by the implementation of several planned City improvements.
• The proposed project is expected to generate an average of 958 daily trips, of which 73 would occur during the morning peak hour and 89 would occur during the evening peak hour.
• Under near-term conditions, the project is expected to generate a total of 393 net new daily trips after accounting for demolition of existing office buildings on the site, including 51 trips during the a.m. peak hour, and 63 during the p.m. peak hour.
• When compared to the land use assumptions applied in the City’s traffic model, the project would generate 782 net new daily trips. This results in an average of 48 net new trips during the a.m. peak hour, and 65 trips during the p.m. peak hour.
• Existing pedestrian, bicycle and transit access to the site is expected to adequately serve the project’s residents and guests.
• The project is likely to generate additional school-age pedestrian traffic to the intersection of Maria Drive/Park Lane.
• Clear sight lines exist on Maria Drive at both proposed driveways.
• Neither a right-turn nor left-turn lane is warranted at either of the project driveways.

To improve site area circulation, the Initial Study includes the following as Mitigation Measures CIRC-1 through CIRC-4 recommends the following:
• Maintaining an adequate line of sight
• Yellow striped crosswalks should be added to the intersection of Maria Drive and Park Lane.
• Traffic calming measures within the interior of the site
• Installation of bicycle and pedestrian signage.
• The existing parking restrictions along Maria Drive at the project driveway should remain in place, and the existing red curbs repainted to clearly depict the parking restrictions.
• So the presence of landscaping does not impede upon a driver’s ability to clearly see approaching traffic at the project’s driveway, any landscaping immediately adjacent to the driveways should be no more than one foot in height.

Site Access
Access to the proposed apartment complex would be provided via a primary driveway constructed as a new north leg to the Maria Drive/Park Lane intersection, which is stop-controlled on all approaches, as well as a secondary driveway at the northeast corner of the project. Both driveways would provide access to all parts of the project site. Internal circulation would include an outer drive aisle surrounding the residential buildings. This driveway would provide access to the parking that borders the property along the northerly and westerly property boundaries. Additionally, an internal drive aisle behind the buildings along Maria Drive, facilitate direct access to all parts of the site by emergency response vehicles. Conditions of approval require the applicant to demonstrate that the project can adequately accommodate emergency vehicle access.

Sight Distance
Sight distance along Maria Drive at the two project driveways was evaluated based on sight distance criteria in the Highway Design Manual published by Caltrans. The recommended sight distance for minor street approaches that are either a private road or a driveway are based on stopping sight distance, using the approach travel speeds as the basis for determining the recommended sight distance. For the 25 mile per hour posted speed limit, a stopping sight distance of 150 feet is recommended. The available sight distance exceeds 200 feet in either direction at both project driveways, so it is considered to be acceptable. However, the all monument signs for the proposed complex would need to be placed such as line of sight is not impacted. In addition, landscape within the line of sight area would need to be limited to low growing shrubs and groundcover.

Parking is currently prohibited on the west side of Maria Drive along the project frontage. This restriction helps to ensure clear sight lines for westbound drivers on the corridor. Therefore conditions of project approval require that the parking restriction remain in place and that plans demonstrate red curbing at this location.

**Turn Lane Warrants**

The need for left-turn lanes on Maria Drive was evaluated based on criteria contained in the Intersection Channelization Design Guide. Future peak hour volumes, including project-generated traffic, as well as safety criteria were reviewed in evaluating the need for turn lanes at the project driveway on Maria Drive. To ensure a conservative analysis, the warrant calculations assume that all project-generated traffic would obtain access via a single driveway. Under these future conditions, which represent a worst-case scenario, a left-turn lane is not warranted on Maria Drive at either driveway during either of the peak periods evaluated. Likewise, a right-turn lane is not warranted. Intersection LOS calculations also indicate efficient operation at the Maria Drive/Park Lane intersection upon the addition of the new project driveway, and no need to construct additional lanes.

As discussed in the IS/MND, the project site is already generating vehicle trips. The project will result in a modest net increase in trips. With the addition of project-generated traffic, all study intersections would continue to operate acceptably under existing, near-term baseline and future cumulative conditions.

**RECOMMENDATION**

Staff recommends that the Planning Commission conduct the required public hearing and take the following actions:

- Adopt by Resolution a recommendation to the City Council to Adopt a Mitigated Negative Declaration and Mitigation Monitoring Program;

- Adopt by Resolution a recommendation to the City Council to Approve a General Plan Amendment to amend the General Plan land use designation from Mixed Use to High Density Residential (18.1 – 30.0 hu/ac); and
• Adopt by Resolution a recommendation to the City Council to Approve a Zoning Map Amendment to rezone the property located at 35 Maria Drive from PUD-Medical and Office to R-5.

ATTACHMENTS

Attachment A: Resolution recommending to the City Council adoption of a Mitigated Negative Declaration, a Mitigation Monitoring Program
Exhibit 1 – Maria Drive Apartment Complex Mitigation Monitoring Program

Attachment B: Resolution recommending to the City Council approval of a General Plan Amendment from Mixed Use to High Density Residential (18.1 – 30.0 hu/acre)

Attachment C: Resolution recommending to the City Council approval of a Zoning Map Amendment from Planned Unit District – (Greenbriar Medical & Office) (APN No’s. 007-280-078 & 077) to R-5

Attachment D: “Draft” Findings for Site Plan & Architectural Review to the Planning Commission
Exhibit A – “Draft” Site Plan & Architectural Review Conditions of Approval

Attachment E: Initial Study/MND dated June 27, 2013

Attachment F: Project Narrative

Attachment G: Public Comments

Attachment H: Concord Group Memo, dated July 2013

Attachment I: BAE Memo, dated July 25, 2013

Attachment J: EFA Memo, dated July 26, 2013

Attachment K: Diagrammatic Sections

Attachment L: Green Initiative

Attachment M: Rental Rolls for 35 Maria Drive

Attachment N: City of Petaluma Business Newsletter, dated April 2013, Page 3

Attachment O: Plans

2117197:1
ATTACHMENT A

RESOLUTION OF THE CITY OF PETALUMA PLANNING COMMISSION
RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A MITIGATED
NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM FOR
THE MARIA DRIVE APARTMENT COMPLEX LOCATED AT 35 MARIA DRIVE
APN 007-280-078 & 077
FILE NO. 12-GPA-0582

WHEREAS, JDA West LLC, submitted applications for a General Plan Amendment, Zoning Map Amendment, and Site Plan and Architectural Review for the Maria Drive Apartments located at 35 Maria-Drive (APN 007-280-078 & 077) (“the Project” or the “proposed Project”); and

WHEREAS, the subject to the Petaluma General Plan 2025, adopted by the City on May 19, 2008; and

WHEREAS, in evaluating certain potential environmental effects of the Project in the Initial Study, the City relied on the program EIR for the City of Petaluma General Plan 2025, certified on April 7, 2008 (General Plan EIR) by the adoption of Resolution No. 2008-058 N.C.S., which is incorporated herein by reference; and

WHEREAS, the General Plan EIR identified potentially significant environmental impacts and related mitigation measures and the City also adopted a Statement of Overriding Considerations for significant impacts that could not be avoided; and

WHEREAS, the City prepared an Initial Study dated June 27, 2013 for the proposed Project consistent with CEQA Guidelines sections 15162 and 15163 and determined that a Mitigated Negative Declaration (MND) was required in order to analyze the potential for new or additional significant environmental impacts of the Project beyond those identified in the General Plan EIR; and

WHEREAS, on or before June 27, 2013, the city’s Notice of Intent to Adopt a Mitigated Negative Declaration based on the Initial Study, providing or a twenty (20) day public comment period commencing June 27, 2013 and ending July 17, 2013, and a Notice of Public Hearing to be held on August 13, 2013, before the City of Petaluma Planning Commission, was published and mailed to all residents and property owners within 500 feet of the Project, as well as all persons having requested special notice of said proceedings; and

WHEREAS, on or before July 11, 2013, the City issued a corrected Notice of Intent to Adopt a Mitigated Negative Declaration based on the Initial Study, providing a corrected public comment period commencing July 11, 2013 and ending July 31, 2013, and a Notice of Public Hearing to be held on August 13, 2013, before the City of Petaluma Planning Commission, was published and mailed to all residents and property owners within 500 feet of the Project, as well as all persons having requested special notice of said proceedings; and
WHEREAS, pursuant to the analysis in the Initial Study/MND, the Project does not make a considerable contribution to the significant and unavoidable cumulative traffic and/or noise impacts identified in the General Plan 2025 EIR because of its small size; and

WHEREAS, pursuant to further analysis in the Initial Study/MND, including evaluation using the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and 2010 Clean Air Plan, the Project does not make a considerable contribution to a significant cumulative air quality or greenhouse gas emissions impacts found to be significant and unavoidable in the General Plan 2025 EIR, because of the Project's small size and lack of significant stationary sources of emissions; and

WHEREAS, the Planning Commission held a public hearing on August 13, 2013, during which the Commission considered the Project, the Initial Study/MND and supporting documentation referenced in the Initial Study, and received and considered all written and oral public comments on environmental effects of the Project which were submitted up to and at the time of the public hearing; and

WHEREAS, the Initial Study/MND and related project and environmental documents, including the General Plan 2025 EIR and all documents incorporated herein by reference, are available for review in the City of Petaluma Community Development Department at Petaluma City Hall, during normal business hours. The custodian of the documents and other materials which constitute the record of proceedings for the proposed project, file No. 12-GPA-0582, is the City of Petaluma Community Development Department, 11 English Street, Petaluma, CA 94952, attn: Alicia Giudice, Senior Planner.

NOW THEREFORE BE IT RESOLVED THAT:

1. The foregoing recitals are true and correct and incorporated herein by reference.

2. Based on its review of the entire record herein, including the Initial Study/MND, all supporting, referenced and incorporated documents and all comments received, the Planning Commission finds that potential impacts could be avoided or reduced to a level of insignificance by mitigation measures to be attached as conditions of approval. There is no substantial evidence that the Project as mitigated will have a significant effect on the environment, that the MND reflects the City's independent judgment and analysis, and that the Initial Study/MND and supporting documents provide an adequate description of the impacts of the Project and comply with CEQA, the State CEQA Guidelines and the City of Petaluma Environmental Guidelines.

3. The Petaluma Planning Commission recommends to the Petaluma City Council adoption of the Mitigated Negative Declaration.

4. The Petaluma Planning Commission further recommends that the City of Petaluma City Council adopt the Mitigation Monitoring and Reporting Program attached as Exhibit 1 hereto and incorporated herein by reference.
A RESOLUTION OF THE CITY OF PETALUMA PLANNING COMMISSION
RECOMMENDING THE CITY COUNCIL APPROVE A GENERAL PLAN
AMENDMENT TO CHANGE THE LAND USE DESIGNATION FROM MIXED USE
TO HIGH DENSITY RESIDENTIAL FOR THE MARIA DRIVE APARTMENT
PROJECT (144 UNITS) LOCATED AT 35 MARIA DRIVE, APN'S 007-280-078 & 077
FILE NO. 12-GPA-0582

WHEREAS, IDA West submitted an application for a General Plan Amendment to
change the land use designation of the project site located at 35 Maria Drive (APN 007-280-078
& 077) from Mixed Use to High Density Residential; and

WHEREAS, the City's Planning Commission held a duly noticed public hearing to
consider the proposed General Plan amendment on August 13, 2013. A copy of the notice was
published in the Argus Courier, provided to residents and occupants within 500 feet of the site in
compliance with state and local laws, and routed to appropriate agencies listed under Government
Code Section 65352; and

WHEREAS, on August 13, 2013, the Planning Commission reviewed the CEQA
documents prepared for the project and approved Resolution __________, incorporated herein
by reference, recommending the City Council adopt a Mitigated Negative Declaration and
Mitigation Monitoring Program, in accordance with the California Environmental Quality Act,
the state CEQA Guidelines and the City of Petaluma Environmental Guidelines.

NOW THEREFORE BE IT RESOLVED that the Planning Commission hereby
recommends that the City Council approve a General Plan Amendment changing the General
Plan Land Use designation of the subject parcel (APN 007-280-078 & 077) from Mixed Use to
High Density Residential based on the following findings:

1. Modification of the land-use designation to High Density Residential is consistent with
General Plan policies which promote a range of land uses at densities and intensities to serve
the community needs within the Urban Growth Boundary (UGB) and to use land efficiently
by promoting infill development, at equal or higher density and intensity than surrounding
uses.

2. The change in General Plan land-use designation is compatible with the neighboring Medium
Density Residential and Low Density Residential and would provide a mix of densities
within proximity to one another. The project is also in proximity to shopping, park and
educational facilities, and transit routes and stops; thereby promoting development in areas
that facilitate alternate modes of travel.

3. The General Plan amendment to change the land use designation to High Density residential
will not contribute a significant increase in vehicle trips compared to what has been evaluated
in the General Plan EIR, as maximum density under the Mixed Use designation and under the High Density Residential designation are both 30 units per acre.

4. The City continues to face a high vacancy rate of approximately 25% for office space. The project site is currently developed as an office complex and has a vacancy rate of about 50%.

5. The change of the land use designation to High Density Residential is consistent with policies of the Petaluma General Plan 2025, which promote residential development within the Urban Growth Boundary and encourage the development of housing on underutilized land.

6. The public interest, public necessity, convenience and general welfare clearly permit and will be furthered by the proposed amendment because the proposed amendment will allow the conversion of highly vacant office complex into a high density residential development within proximity to shopping, park and educational facilities, and transit routes. The site is currently developed with a medical/office complex (constructed in the mid 70's) and associated site improvements such as landscaping and parking lot improvements, which will be demolished/removed. The office complex has had a high vacancy rate for several years, currently at about 30 percent compared to the City's overall office vacancy rate of approximately 25 percent. Absorbing the high vacancy rate for this site will be difficult given the condition of the buildings and vacancy rates for the City in general. According the Economic Development Manager and documentation submitted by the applicant, vacancy rates for rental housing is currently at approximately 2 percent. In addition, memos prepared by BAE Urban Economics, dated July 25, 2013, and EFA dated July 26, 2013, demonstrate that because the site does not have direct access to major corridors and is not visible from existing shopping centers occupy this site with retail or office uses is difficult.

7. Government Code Section 65358 allows General Plan amendments when it is deemed in the public interest to do so. The proposed General Plan amendment would allow for development of the property at a density ranging from 18 to 30 units per acre, which is consistent with the density allowed under the existing land use designation. Residential development at this density would support the existing nearby shopping centers due to proximity of the site to these centers. Office vacancy rates within the city are currently at approximately 25 percent and over 50% for this office complex. By comparison vacancy rates for rental units are at approximately 2 percent. The proposed amendment will facilitate the conversion of highly vacant office complex into a high density residential development within proximity to retail shopping centers, park and educational facilities, and transit routes.

8. State law limits the number of times a local agency can amend its general plan to no more than four times per year. No other General Plan Amendments have been approved for 2013.
ATTACHMENT C

A RESOLUTION OF THE CITY OF PETALUMA PLANNING COMMISSION RECOMMENDING THE CITY COUNCIL APPROVE A ZONING MAP AMENDMENT TO REZONE FROM PLANNED UNIT DISTRICT TO R-5 FOR THE MARIA DRIVE APARTMENT COMPLEX (144 UNITS) LOCATED AT 35 MARIA DRIVE, APN’S 007-280-078 & 077
FILE NO. 12-GPA-0582

WHEREAS, JDA West, LLC., submitted an application for Zoning Map Amendment to re-zone the project site located at 35 Maria Drive, from Planned Unit District to R-5 for the purpose of constructing 144 apartments and associated common areas including a community room, picnic/BBQ area, playground, swimming pool, on-site parking, carports and garages;

WHEREAS, the City’s Planning Commission held a duly noticed public hearing to consider the proposed Zoning Map amendment on August 13, 2013; and

WHEREAS, on August 13, 2013, the Planning Commission by Resolution _________, incorporated herein by reference, recommended to the City Council adoption of a Mitigated Negative Declaration and Mitigation Monitoring Program, in accordance with the California Environmental Quality Act, the state CEQA Guidelines and the City of Petaluma Environmental Guidelines; and

WHEREAS, on August 13, 2013, the Planning Commission approved Resolution _________, incorporated herein by reference, recommending the City Council adopt the related General Plan amendment; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission hereby recommends the City Council approve a zoning map amendment to rezone the subject parcels (APN’s 007-280-078 & 077) from Planned Unit District to R-5 for the Project for the following reasons:

1. The proposed zoning map amendment to Rezone the subject parcels from PUD-Planned Unit District (APN’s 007-280-078 & 077) to R-5 is consistent with and implements the proposed High Density Residential land use classification of the General Plan.

2. The proposed rezoning to R-5 is consistent with the Petaluma General Plan Housing Element policies which promote residential development within the Urban Growth Boundary (Policy 11-P-1.1) and encourage the development of housing on underutilized land (Policy 11-P-1.2).

3. The public necessity, convenience and general welfare clearly permit and will be furthered by the proposed amendment because the proposed amendment will allow the conversion of highly vacant office complex into a high density residential development within proximity to shopping, park and educational...
The proposed project would also require Site Plan & Architectural Review approval by the Planning Commission for the proposed residential development.
Maria Drive Apartment Complex
35 Maria Drive
APN's 007-280-078 & 077
City File Number: 12-GPA-0582

1. The Project as conditioned, will conform to the intent, goals and policies of the Petaluma General 2025. The City Council in Resolution No. approved the related General Plan amendment for the Project. Neither the modifications made to the Project in the course of the Site Design and Architectural Review nor the conditions of approval set forth in Exhibit A have modified the Project in any fashion which would create inconsistencies with the General Plan. The project complies with the following General Plan policies:

1-P-3 Preserve the overall scale and character of established residential neighborhoods.

The General Plan amendment would allow development of this site with high density residential housing at a density range similar to what is across the street. The project has been designed with a minimum 17-foot front yard setback from the front property line along Maria Drive. This front yard area would be landscaped with a combination of groundcover, shrubs, and trees. Buildings are oriented toward the street with parking located along the interior property boundaries and within the interior of the development. The common areas and community room are also located within the interior of the lot with the six residential buildings surrounding this area.

4-P-6 Improve air quality through required planting of trees along streets.

Trees are proposed along the Maria Drive street frontage and within the interior of the lot. Parking lot trees are proposed within landscape fingers 6-8 spaces apart as well as within the common area surrounding the community building and pool area.

11-P-1.1 Promote residential development within the Urban Growth Boundary.

The proposed project would provide high-density residential development on land within the Urban Growth Boundary.

11-P-1.2 Encourage the development of housing on underutilized land.
ATTACHMENT D

The existing site is developed with office buildings that have a high vacancy rate (approximately 50%). The project will provide additional housing on underutilized land within the Urban Growth Boundary.

11-P-2-1 Encourage a mix of housing design types.

The proposed project consists of 144 residential units consisting of a mix of 1, 2 and 3 bedroom units contained within six buildings. There would be two building types that provide variety within the development while maintaining a unified design. In addition, the community building provides a variety of the residential units while minimizing height. The project is laid out to maximize accessibility by each of the units. A total of 8 units would be accessible, while 37 would be adaptable units. In addition, 3 of the units would be designed to accommodate persons with sensory impairments.

11-P-10.1. Promote the use of energy conservation features in the design of residential development.

The applicant has submitted a one page “Green Initiative” that demonstrates the green building elements that will be incorporated into the project (see Attachment L). These measures include recycling, use of low water use plants, low energy and low water use appliances, exceeding Title 24, by 15 percent, etc. In addition, the proposed project will be required to demonstrate compliance with CalGreen Tier-One requirements at building permit submittal.

2. The Project as conditioned, will not constitute a nuisance or be detrimental to the public welfare of the community because it conforms to the Petaluma Implementing Zoning Ordinance (IZO). The Project is zoned R-5 which allows a density of 18-30 units per acre. The City Council in Ordinance No. determined that the uses proposed for the Project were consistent with the High Density Residential, R-5 Zoning for the site. Neither the modifications made to the project in the course of this Site Plan and Architectural Review nor the conditions of approval set forth in Exhibit A have modified the Project in any fashion that would create inconsistencies with the IZO.

3. The proposed architecture and site plan, as conditioned, conform to the requirements of Site Plan and Architectural Review provision of Chapter 24.010 of the Implementing Zoning Ordinance as follows:

a. The appropriate use of quality materials and harmony and proportion of the overall design.

The proposed architectural design uses a variety of colors and materials to break up the building mass in a harmonious way. Materials include a mix of stucco, horizontal lap siding, and board & batten. In addition, stone veneer is proposed for the entry columns and at various locations on the lower portion of the buildings. (see Project Plans Sheets A3.4, A4.4, and A5.3)
b. The architectural style which should be appropriate for the project in question, and compatible with the overall character of the neighborhood.

The roof design is similar to hip roof design of the Addison Apartments and the hip roof that is prominent in the single-family development north of the project site. The architectural style is appropriate for the site and uses colors, materials and design features that make the proposed development compatible with existing multi-family development across the street and existing single-family residential along Maria Drive to the north. The buildings proposed along Maria Drive are oriented toward the street. In addition the project proposes setbacks of at least 64 feet from the north property line at the Washington Creek path boundary line and at least 140 feet from single family residential development to the north; at least 80 feet from the westerly property line where it borders the retail shopping center and 15 feet along the easterly property line along Maria Drive. The proposed architectural style combined with building orientation and setback from property lines create continuity along Maria as a residential corridor, maintains privacy for existing development and minimizes potential conflicts between commercial and residential development.

c. The siting of the structure on the property as compared to the siting of other structures in the immediate neighborhood.

The project proposes setbacks of at least 64 feet from the north property line at the Washington Creek path boundary line and at least 140 feet from single family residential development to the north; at least 80 feet from the westerly property line where it borders the retail shopping center and 15 feet along the easterly property line along Maria Drive. The structures along Maria Drive are oriented toward the street with parking, access, and community building, and pool located within the center of the lot. This siting is consistent with existing multi-family development across the street and also consistent with single-family residential development, which are sited to face the street with private areas toward the rear of the property. In addition, conditions of approval would require a keyed/gated access to the pedestrian path along Washington Creek.

d. The bulk, height, and color of the proposed structures as compared to the bulk, height, and color of other structures in the immediate neighborhood.

The proposed colors and materials are compatible with existing development. Materials include a mix of stucco, horizontal lap siding, and board & batten. The mix of colors include neutral tones (tan, beige, taupe), which are similar to existing multi-family development across the street. The proposed height would be within the maximum allowed under the R-5 designation and would create a transition from the commercial development to the south to the single-family residential development to the north. In addition, the variety created by roof pitches, balconies, and use of colors and materials serve to further break up the bulk and mass of the building.
e. Landscaping to approved City standards shall be required on the site and shall be in keeping with the character or design of the site. Existing trees shall be preserved wherever possible, and shall not be removed unless approved by the Planning Commission.

The applicant is proposing removal of 62 Eucalyptus Trees and some ornamental trees due to poor health. None of these trees are protected trees. The applicant has submitted a landscape plan that proposes a mix of native California and horticultural appropriate trees, shrubs and groundcover. Lawn area is minimal and is only within courtyard area of the picnic area, playground and community center for the residents. Conditions of project approval require the applicant to comply with landscape water use efficiency standards of the City's water conservation ordinance.

f. Ingress, egress; internal circulation for bicycles and automobiles, off-street automobiles and bicycle parking facilities and pedestrian ways shall be so designed as to promote safety and convenience, and shall conform to approved City standards. Any plans pertaining to pedestrian, bicycle, or automobile circulation shall be routed to the PBAC for review and approval or recommendation.

The access driveways would be modified to align with existing intersections of Maria Drive and Park Lane at the southerly side of the project site, and access driveway of the Addison Ranch apartments at Maria Drive on the northerly side of the project site. The applicant is proposing interior pedestrian and bicycle facilities, such as bike racks, walkways, way-finding signs. The applicant is proposing a 6-foot high wrought iron fence along the front property line with no proposed gate. The only pedestrian access to and from Maria Drive would be at the access driveway on the northerly and southerly portions of the site. In addition, section 13.020 of the IZO limits front-yard fence heights to no more than 42 inches from grade. Therefore, conditions of approval would require that the proposed fence height be modified to comply with the IZO, that the fence contain breaks consistent with the breaks between buildings to allow pedestrian access, and that pathways be extended through the project site to ease pedestrian and bicycle access between the three frontage buildings.
ATTACHMENT D

EXHIBIT A.

Maria Drive Apartment Complex
35 Maria Drive
APN's 007-280-078 & 077
City File Number: 12-GPA-0582

Planning:

1. All Mitigation Measures adopted by the City Council in conjunction with the Lynch Creek Plaza Initial Study/Mitigated Negative Declaration for the project are herein incorporated by reference as conditions of project approval (see Resolution ____________).

2. Before issuance of any development permit, the applicant shall revise the site plan or other first sheet of the office and job site copies of the Building Permit plans to list these Conditions of Approval and the Mitigation Measures from the Lynch Creek Plaza Mitigation Monitoring Program as notes.

3. The plans submitted for building permit review shall be in substantial compliance with the plan set date; stamped January 15, 2013, except as modified below.

4. Prior to building permit approval, the plans shall note the installation of high efficiency heating equipment (90% or higher heating furnaces) and low NOx water heaters (40 NOx or less) in compliance with policy 4-P-15D (reducing emissions).

5. Prior to building or grading permit issuance, the applicant shall provide a Construction Phase Recycling Plan that would address the reuse and recycling of major waste materials (soil, vegetation, concrete, lumber, metal scraps, cardboard, packing, etc.), generated by any demolition activities and construction of the project, in compliance with General Plan Policy 2-P-122 for review by the planning staff.

6. Prior to returning to the Planning Commission for Final SPAR, the applicant shall revise site plans, floor plans and architectural drawings that demonstrate elimination of the drive-through window.

7. Prior to returning to the Planning Commission for Final SPAR, the applicant shall submit the following:
   a. Elevation drawings for the proposed garage and carport buildings. Said elevations shall comply with minimum setback and height requirements.
   b. Revised plans to show front yard fence heights of no more than 42 inches as required by Section 13.020 of the Implementing Zoning Ordinance.
   c. Revise plans that demonstrate breaks in the front yard fence to allow access between the three frontage buildings.
   d. Revise plans to reflect pedestrian and bicycle pathways between the three frontage buildings to facilitate access at these points.

8. Prior to Building Permit issuance, the applicant shall submit a CalGreen Tier 1 checklist that shows compliance with California Green Building Standards as adopted by the City of Petaluma.

9. The applicant shall be subject to the following development fees: Sewer and Water Connection, Community Facilities, Storm Drain, Public Art Ordinance (Ordinance No. 2202 N.C.S., School Facilities and Traffic Mitigation fees. Said fees are due at time of

Maria Drive Apartment Complex Project – 35 Maria Drive 12-GPA-0582 11-36
issuance of building permit at which time, other pertinent fees that may be applicable to the proposed project may be required.

10. The applicant shall comply General Plan Policy-4-P-16 by incorporating the following during project construction:
   a. Maintain construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction;
   b. Minimize idling time of construction related equipment, including heavy-duty equipment, motor vehicles, and portable equipment;
   c. Use alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline);
   d. Use add-on control devices such as diesel oxidation catalysts or particulate filters;
   e. Use diesel equipment that meets the ARB's 2000 or newer certification standard for offroad heavy-duty diesel engines;
   f. Phase construction of the project;
   g. Limit the hours of operation of heavy duty equipment.

11. Prior to receiving grading/building permits for the project, the applicant shall merge the two existing parcels (APN:007-280-078 & 077) through the lot line adjustment process.

Pedestrian and Bicycle Advisory Committee:

12. PBAC recommends safe, convenient, and secure bicycle parking; bicycle rack styles and locations. Racks should be conveniently located near entrances. Applicant shall ensure adequate access to each rack from all sides and avoid placing racks too close to any wall or structure.

13. There shall be no direct glare into bicyclists' and pedestrians' eyes. Lighting shall be directed downward to minimize light pollution.

14. The section of Maria Drive that this project fronts is part of a proposed Class III bikeway. We would suggest the developer help with signage on this portion of the path.

15. Project shall include: (1) signage along Maria Frontage alerting motorists to bikes/pedestrians traveling along Class III in front of project along Maria; (2) wayfinding signage within the development directing pedestrians to access through the wall to the class III path that connects E Washington and Ely Blvd.

16. Signage and one-way or keyed gate access through the wall/gate on the southerly side or the site to Class I path that connects E Washington and Ely Blvd.

17. PBAC recommends more crosswalks at "corners" within the complex and beyond solely handicap crossings.

18. The project shall incorporate traffic calming measures "speed bumps" or similar feature within the complex.
19. Encouraging pedestrian access within the project and to the local shopping center so that vehicular use is minimized.

Public Works & Utilities (Engineering):

20. So the presence of the landing does not impede upon a driver’s ability to clearly see approaching traffic at the project’s driveway, any landscaping immediately adjacent to the driveways should be no more than one foot in height.

21. All portions of broken, cracked, displaced sidewalk along the Maria Drive frontage shall be removed and replaced with City standard sidewalk.

22. 10-foot wide, continental yellow thermoplastic crosswalks shall be installed at the east and south legs at the intersection of Maria Drive and Park Lane. Accessible curb ramps shall be installed at the intersection in accordance with City and Caltrans standards.

23. Existing parking restrictions along Maria shall remain in effect and red curb shall be noted on the improvement plans as determined by the City Engineer.

24. Landscaping shall be limited to low lying shrubs and ground cover at intersections and along curves of Maria Drive. The applicant’s engineer shall provide the necessary sight distance calculations, with construction drawings, and shall be subject to the approval of the City Engineer.

25. Any on-site public utility easements proposed to be abandoned shall be vacated through the streets and highway code process, prior to issuance of any building permits. An application for a right of way abandonment shall be submitted by the developer.

26. The new southerly and northerly driveway approaches on Maria Drive shall be accessible. The entrance shall be designed to meet City of Petaluma Fire Department requirements for ingress/egress. An emergency vehicle access easement, dedicated to the City of Petaluma, is required prior to final inspection, subject to Fire Department requirements.

27. A lot line adjustment or merger is required to be submitted by the applicant to either adjust the existing lot lines to accommodate the proposed development or merge all properties into one parcel. This shall be approved by the City of Petaluma and recorded with the County Recorder’s Office prior to issuance of any building permits.

28. An 8 inch water service connection shall be provided at the southern connection location to Maria Drive for the combination fire and domestic water services. The existing 6 inch connection can be removed at the main on Maria or used for the 4 inch domestic service. Additional irrigation meters may be required based on the irrigation plan provided during improvement plan submittal.

29. The proposed on-site water, sewer and storm drain utilities shall be privately owned and maintained.

30. All water meters shall be located outside of sidewalk areas.

31. The proposed storm drain system shall be designed in accordance with flood control design criteria from the Sonoma County Water Agency and City of Petaluma Standards.

32. Prior to issuance of any construction permits, final hydraulic and hydrology calculations shall be approved by the Sonoma County Water Agency and City of Petaluma.

33. Improvement plan submittal shall include final drainage plans and stormwater management report that demonstrate how runoff from the apartment buildings and interior hardscape gets to the proposed bio-filters along the perimeter, confirm whether
Vegetative swale credits will be used a letter from KriStar or authorized professional approving the sizing of the units.

34. The applicant shall demonstrate that Emergency vehicle access can be accommodated at both access driveways as required by the Petaluma Fire Department. Emergency Vehicle Access shall be provided through the entire site.

35. The note on LI regarding the irrigation plan shall be removed. Irrigation plans shall be submitted at the time of improvement plan submittal and shall comply with all City of Petaluma Ordinances and Water use Efficiency Standards.

36. An encroachment permit is required prior to any construction in the public right of way or public easements. The applicant’s Civil Engineer shall submit grading, drainage and utility drawings with the building permit an encroachment permit application.

37. All design and construction shall be in accordance with City of Petaluma design criteria and construction standards.

Fire Marshall:

38. Access: All roads/entrance/egress within this development will need to accommodate the Petaluma Fire Department ladder truck turning radius.

39. Fire Hydrants: Fire hydrant spacing shall not exceed 300 feet and/or 150 feet from the furthest structure. Hydrant location is subject to the approval of the Fire Marshal’s office and will require verification and coordination with the Fire Marshal’s Office prior to submittal of the improvement plans.

40. Sprinklers: All commercial building(s) (or portions thereof) shall be protected by an automatic fire sprinkler system as required by the City of Petaluma Municipal Code and shall conform to NFPA 13 requirements. The fire sprinkler system shall be provided with central station alarm system designed in accordance with NFPA 72. A local alarm shall be provided on the exterior of the building AND a normally occupied location in the interior of the building. All systems require 3 sets of plans to be submitted to the Fire Marshal’s Office for review and approval.

41. Apartment or multifamily buildings shall be fully sprinklered in accordance with Petaluma’s Municipal Code and NFPA 13 R dwelling requirements. The system shall be calculated for a four-head activation at the most remote location. A local alarm shall be provided on the exterior and a normally occupied location AND in the interior of the building. All systems require 3 sets of plans to be submitted to the Fire Marshal’s Office for review and approval. While NFPA 13 R systems are allowed please consider an NFPA 13 “Four Head/ dwelling Rule” fire sprinkler system. NFPA 13 R systems are
ATTACHMENT D

limited “life safety” system, aren’t designed to protect property, and don’t have attic protection. In an apartment setting, with multiple tenants, we believe the additional cost is worth the protection afforded and there may be benefits from an insurance standpoint as well. Contact the Petaluma Fire Department Plans Examiner for more information regarding the NFPA 13 “Four Head/Dwelling Rule” fire sprinkler system.

42. General: To streamline the approval process at building permit application, be sure to show or note all Fire Department requirements on plans submitted for building permit.

43. Provide smoke detectors for each dwelling unit. Smoke detectors shall be installed in all sleeping rooms, in hallways or areas giving access to sleeping rooms, and at each level of the house. Detectors shall be hardwired (110V) with battery backup, be interconnected to one another, and located on dedicated circuit per the California Building Code.

44. The site shall be provided with an approved fire alarm system as follow:

45. The Community Center Building contains an assembly occupancy and shall be protected with a fire alarm system for that occupancy type per the California Building Code and must comply with NFPA 72.

46. The other buildings shall be protected by a central station alarm to monitor all tamper switches and water flow. Additionally, this system must provide a local alarm on the exterior of the building and in a normally occupied location in the interior of the buildings.

47. The fire alarm contract shall obtain approved plans and permit from the Fire Prevention Bureau prior to commencement of work. The fire alarm submittal shall include a permit application with three (3) sets of plans, cut sheets, and calculations for review. This system shall comply with NFPA 72.

48. Know boxes at each building will be required for fire department access. Location of the Know boxes will be determined by the fire Marshal and/or fire inspector during inspections.

49. Building Height. (from Section 905.3.1 PMC): Class I standpipes shall be installed in buildings three stories or over in height and/or in the opinion of the Fire Chief, a hazard or condition exists in which the installation of standpipes would improve firefighting operations. Standpipes will be provided with approved outlets provided on each floor level, including the roof when roof access is provided.

50. Per Petaluma Municipal Code and Title 17 of the California Administrative Code, a fire service underground to a building of three (3) or more floors shall have a double detector check/backflow preventer installed per City of Petaluma Water Installation Standards.

51. Fire service underground to this development shall be a “looped” system and all planning and installation aspects must be coordinated with the City Engineer and the Fire Marshal. The fire underground plans must be submitted separately from the sprinkler plans. Three sets of plans and permit from the FMP are required.
From Public Works & Utilities (Water Conservation Program Coordinator)

52. Final landscaping plans shall be submitted at time of building permit review and shall include an irrigation plan for review and approval. Said landscaping and irrigation plan shall be compliant with the city of Petaluma’s Water Conservation Regulations Ordinance and shall be reviewed and approved by the City’s Water Conservation Program Coordinator.

53. Plans submitted for building permit shall include all interior water using fixtures for review and approval with the City’s Water Conservation Program Coordinator for conformance with the Petaluma’s Water Conservation Regulations Ordinance.

54. The applicant shall defend, indemnify and hold harmless the City and its officials, boards, commissions, agents, officers and employees ("Indemnitees") from any claim, action or proceeding against Indemnitees to attack, set aside, void or annul any of the approvals of the project. The applicant's duty to defend, indemnify, and hold harmless in accordance with this condition shall apply to any and all claims, actions or proceedings brought concerning the project, not just such claims, actions or proceedings brought within the time period provided for in applicable State and/or local statutes. The City shall promptly notify the applicant of any such claim, action or proceeding concerning the project. The City shall cooperate fully in the defense. Nothing contained in this condition shall prohibit the City from participating in the defense of any claim, action, or proceeding, and if the City chooses to do so, applicant shall reimburse City for attorneys' fees and costs incurred by the City.
City of Petaluma
MITIGATED NEGATIVE DECLARATION
35 Maria Drive

The City of Petaluma has prepared a Mitigated Negative Declaration for the following described project:

Project Name: Maria Drive Apartments

Project Location: 35 Maria Drive

Project Applicant: JDA West, INC.

Project Description: The applicant is proposing a General Plan Amendment, Zoning Map Amendment, and Site Plan and Architectural Review to develop the property located at 35 Maria Drive. The proposed project is for 144-units which would be comprised of 54, one-bedroom units (approximately 800 sq. ft.), 72, two-bedroom units (approximately 1,075 sq. ft.) and 18, 3 bedroom units (approximately 1,275 sq. ft.) in 6 apartment buildings on the site. A total of 8 units would be ADA-accessible units, 37 units would be adaptable units and 3 would be designed for sensory impaired. The development will consist of two building types: building type - A (3 each) and building type - B (3 each) for a total of six (6) buildings. Both building types are proposed as three stories in height with a building height 38 feet. An approximately 3,517 square foot community building is proposed within the center of the complex. A total of 252 automobile and 144 bicycle-parking spaces are proposed.

FINDING: The City has conducted an Initial Study of the project and found that the project will not have a significant effect on the environment. Potential environmental impacts associated with this project are determined to be minor and/or can be mitigated to a less-than-significant level.

Mitigation measures identified in the project Initial Study are as follows:

VIS-1: In order to avoid light intrusion onto adjacent properties, all exterior lighting shall be directed onto the project site and access ways, and shielded to prevent glare and intrusion onto adjacent properties.

VIS-2: Only low-intensity light standards and/or wall mounted lights shall be used (no flood lights), and lights attached to buildings shall provide a "soft wash" of light against the wall and shall generate no direct glare.

AQ-1. In order to assure that potential impact to existing near by sensitive receptors are reduced to levels below significance. The applicant shall incorporate the Best Management Practices for construction into the construction and improvement plans and clearly indicate these provisions in the specifications. In addition an erosion control program shall be prepared and submitted to the City of Petaluma prior to any
construction activity. BMPs shall include but not be limited to the BAAQMD Basic Construction Mitigation Measures as modified below:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California air toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Equipment staging shall occur as far as possible from existing sensitive receptors.
9. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
10. The Developer shall designate a person with authority to require increased watering to monitor the dust and erosion control program and provide name and phone number to the City prior to issuance of grading permits. Post a publicly visible sign with the telephone number of designated person and contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2. Diesel-powered off-road equipment larger than 50 horsepower and operating at the site more than two days that are used for demolition and mass grading/excavation shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or an equivalent measure such as the use of alternate powered equipment, alternate fuels, and added exhaust devices. The applicant shall provide the City with a list of measures to be used along with an updated Health Risk Study that demonstrates effectiveness of such measures to reduce predicted cancer risks below thresholds of significance.

AQ-3. The contractor shall prepare a project schedule that minimizes the number of hours that equipment will operate and includes the provision of idling restrictions.
AQ-4. Line power shall be installed at the site as soon as possible after construction start and shall be used to power equipment to avoid use of diesel-powered generator engines.

BIO-1. To prevent impacts to nesting birds covered by State and federal law (California Department of Fish and Game Code and the MBTA), the applicant shall avoid the removal of trees, shrubs, or weedy vegetation between February 1 and August 31, during the bird-nesting period. If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, a pre-construction survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than seven days prior to the removal of trees. Survey results shall be valid for the tree removals for 21 days following the survey. If the trees are not removed within the 21-day period, then a new survey shall be conducted. In the event that an active nest for a protected species of bird is discovered in the area to be cleared, clearing and construction shall be postponed for at least two weeks or until the biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts, whichever is later.

CUL-1 Prior to excavation for the swimming pool, the applicant shall conduct test drilling to the depths expected for the pool. A City-approved archaeologist shall be present during test drilling and excavation for the swimming pool or for any work involving depths of more than 5 feet.

CUL-2 In the event that any cultural resources are uncovered during earthmoving activities, all construction excavation activities shall be suspended for a period to be determined by a City-approved archaeologist to allow for adequate inspection, recommendation and retrieval, if appropriate.

CUL-1 In the event that human remains are uncovered during earthmoving activities, all construction excavation activities shall be suspended and the following measures shall be undertaken:

1. The Sonoma County Coroner shall be contacted.
2. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours.
3. The project sponsor shall retain a City-approved qualified archaeologist to provide adequate inspection, recommendations and retrieval, if appropriate.
4. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American, and shall contact such descendant in accordance with state law.
5. The project sponsor shall be responsible for ensuring that human remains and associated grave goods are reburied with appropriate dignity at a place and process suitable to the most likely descendant.

GEO-1. Prior to Submittal of Improvement Plans, the applicant shall submit an updated geotechnical report that identifies performance of supplemental exploration, defines the amount of expansive or weak soils to be removed from the amount and make up of engineered fill to be replaced, and specific recommendations for private and public improvements.
GEO-2. The design of all earthwork, cuts and fills, drainage, pavements, utilities, foundations, and structural components shall conform with the specifications and criteria contained in the geotechnical report (as updated to comply with GEO-1), as approved by the City Engineer and/or Chief Building Official. Foundation and structural design for buildings shall meet the Uniform Building Code regulations for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets, etc.).

GEO-3. The applicant shall obtain a geotechnical engineer to review the final project plans and specifications to determine if they are consistent with the recommendations as outlined in the report and observe grading, compaction, and foundation excavations to verify that conditions are as anticipated and to modify recommendations if warranted. A qualified geotechnical engineer shall sign the improvement plans and certify the design as conforming to geotechnical report specifications. A qualified geotechnical engineer shall inspect the construction work and shall certify to the City, prior to acceptance of the improvements or issuance of a certificate of occupancy that the improvements have been constructed in accordance with geotechnical report specifications.

GEO-4. Construction and improvement plans shall be reviewed for conformance with the geotechnical report specifications (as updated by GEO-1 above) by the Public Works Department and the Chief Building Official prior to issuance of grading or building permits. Additional soils information may be required by the Chief Building Inspector during the plan check of building plans in accordance with the Code.

GEO-5. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Petaluma's Subdivision Ordinance (#1046, Title 20, Chapter 20.04 of the Petaluma Municipal Code) and Grading and Erosion Control Ordinance #1576, Title 17, Chapter 17.31 of the Petaluma Municipal Code.

GEO-6. The applicant shall submit an Erosion and Sediment Control Plan prepared by a registered professional engineer as an integral part of the grading plan. The Erosion and Sediment Control Plan shall be subject to review and approval of the Planning Division and Public Works Department prior to issuance of a grading permit. The Plan shall include temporary erosion control measures to be used during excavation for foundations, and other grading operations at the site to prevent discharge of sediment and contaminants into the drainage system. The Erosion and Sediment Control Plan shall include that the material and equipment for implementation of erosion control measures shall be on-site by October 1st.

GEO-7. All construction activities shall meet the Uniform Building Code regulations for seismic safety. Foundation and structural design for buildings shall conform to the requirements of the Uniform Building Code, as well as state and local laws/ordinances. Construction plans shall be subject to review and approval by the Building Division prior to issuance of a building permit. All work shall be subject to inspection by the Building Division and must conform to all applicable code requirements and approved improvement plans prior to issuance of a Certificate of Occupancy.

GEO-8. All public and private improvements shall be subject to inspection by City staff for compliance with the approved improvement plans, prior to their acceptance by the City.
HYDRO-1. The project shall prepare a SWPPP prior to the issuance of grading permits. The SWPPP shall be prepared pursuant to the requirements set by the State Water Resources Control Board (SWRCB), and implemented throughout project construction and operation. The Applicant shall complete and submit a Notice of Intent (NOI) and appropriate filing fee to the SWRCB. The applicant shall file a Notice of Termination (NOT) with the SWRCB upon project completion. The SWPPP shall be submitted for review and approval by Public Works prior to approval of improvement plans or issuance of grading or building permits. City inspectors shall inspect the improvements and verify compliance prior to acceptance of improvements. The SWPPP shall comply with San Francisco Bay Area Regional Water Quality Control Board requirements.

HYDRO-2. In accordance with City of Petaluma General Plan 2025 Policy 8-P-36, the project shall include an on-site stormwater detention system to limit post-construction stormwater peak flows leaving the site to not exceed pre-project peak flows by detaining peak stormwater runoff from the 100-year, 24 hour storm event. Final stormwater calculations shall be designed in accordance with City of Petaluma and Sonoma County Water Agency requirements and shall be provided with the project construction drawings, subject to the review and approval by the City Engineer.

HYDRO-3. The developer shall be responsible for funding, through the project cost recovery account, all City required stormwater quality inspections. The project conditions, covenants and restrictions shall establish and fund a mechanism to ensure long-term maintenance, inspection, and repair as needed of the stormwater detention system and post construction stormwater treatment measures and best management practices. The systems shall be inspected at least annually, prior to the onset of the rainy season, by a Civil Engineer licensed to practice in the State of California, to ensure the drainage systems are performing as designed and required in project approvals. The Civil Engineer shall prepare a signed and sealed report of the inspection including findings regarding the condition of the stormwater detention and treatment systems, photo documentation, any necessary proposed modifications and a statement indicating that the system is operating as designed and required by project approvals. The annual report shall be submitted to the City of Petaluma Planning Department and Department of Public Works and Utilities no later than October 15th of each year.

HYDRO-4. The project shall comply with the City of Petaluma Phase II Storm Water Management Plan requirements.

HYDRO-5. All storm drain inlets and catch basins will be stenciled with prohibitive language (such as: "NO DUMPING-DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping.

HYDRO-6. The applicant shall pay the applicable City's Storm Drainage Impact Fees calculated at the time of building permit issuance and a fair share portion shall be paid for each residential unit prior to final inspection of issuance of a Certificate of Occupancy.

NOI-1. Due to the surrounding residential development and potentially intrusive noise generated by construction activities, construction hours shall be restricted the hours of 7:00 am to 6:00pm Monday through Friday and interior-only work may be
conducted on Saturdays from 9:00 a.m. to 5:00 p.m.; Construction activities shall be prohibited on Sundays and all federal, state, and local holidays.

NOI-2. The project shall comply with interior noise standards of 45 dBA. To assure that interior noise standards are achieved, plans submitted for development permit shall include a detailed acoustical analysis that identifies required window sound ratings, if any. The analysis shall also identify which units will require an alternative ventilation system because the windows need to be in the closed position to meet the indoor noise standard per the State of California and the City of Petaluma requirement that interior noise levels be reduced to a CNEL of 45 dBA or less in habitable rooms.

CIRC-1. The proposed monument sign at the extension of Park Lane and Maria Drive shall be set back from the access driveway approximately 10 feet to assure sufficient line of sight.

CIRC-2. Traffic calming measures shall be employed to encourage low traveling vehicles on internal circulation including, crosswalks at corners, speed bumps, and colored pavement to visually identify pedestrian crossings.

CIRC-3. The intersection of Maria Drive and Park Lane shall be improved with yellow striping crosswalks to further enhance pedestrian safety at the project access driveway and assure safe crossing to the McDowell Elementary School to the southeast.

CIRC-4. The project applicant shall be responsible for the cost associated with the installation of signage along the frontage of the property at Maria Drive noting that Maria Drive is a Class III Bike route.

Date: ____________________________

Alicia Giudice, Senior Planner
Community Development Department
Located to the northeast of an existing neighborhood shopping center and commercial corridor along North McDowell Boulevard and East Washington Street, the Maria Drive Apartments are planned as a high density, multifamily development within an existing, under-utilized professional business park. Buffering the commercial uses at the recently revitalized and upgraded shopping center known as Washington Square, the proposed re-development as planned, will create a neighborhood transition between the more intensive commercial uses to the south, and the already established neighborhood of single-family homes within the Creekside Drive neighborhood to the north.

Contiguous to the site and to the southeast and easterly portion of the property, Maria Drive is a local residential collector street connecting North McDowell to East Washington. The arc of the road at Maria Drive is addressed by the three proposed structures which run roughly parallel to the right-of-way and are varied in type in an effort to create a more urban rhythm of masses and materials, defining the limits of the project and focusing the main structure's entry façade and detailing toward the central courtyard of the project, near the centrally located community building. The two primary entries into the site have been strategically located to facilitate 'ease' of circulation within the site's main drive aisles and to address the existing curb cut and existing traffic loads from the historic apartment development to the east of the proposed site.

The northern property line of the site runs parallel to the Lynch Creek Trail System which has an existing painted crossing strip along Maria Drive. Lynch Creek Trail at this portion of the system is an unimproved, unpaved pedestrian and mountain bike accessible path utilized by both recreational users and local commuters. Currently, the existing property is separated from this public amenity by a six foot tall galvanized cyclone fence with numerous perforations and damaged sections which no longer effectively restrict unauthorized pedestrian access, resulting in secondary vandalism, loitering and potentially nefarious activities.

The development as proposed, intends to limit any connectivity between the site and this public trail system by limiting access to the northern most intersection of the site and Maria Drive adjacent to the existing crosswalk. Residents wishing to use this trail system would enter it from the Maria Drive right-of-way. A continuous six foot tall, black wrought iron fence along this northerly property line will provide additional security for residents and visual connectivity due to the transparent nature of the fence system. Utilizing parking as a buffer between the development and the existing residential neighborhood to the north, covered parking stalls will provide security lighting for residents and ambient levels adjacent to the existing walking path along the Lynch Creek Trail.

Both the westerly property line and southwesterly property line of the proposed development are adjacent to the rear loading dock areas of the existing Washington Square neighborhood shopping center. Where the proposed multi-family structures are closest to the acoustical source of energy at the grocery store's loading dock, the design team has placed three separate garage structures which will have security fencing adjacent to the CMU wall. In addition to mitigating direct line of sight transmission of acoustic energy, these garages will be adjacent to an enhanced, acoustical wall that is proposed to be constructed to an approximate height of twelve feet above adjacent grade. This split fluted, fully reinforced concrete masonry unit wall, will be provided with acoustic chambers, facing the loading dock area of the shopping center, designed and engineered to trap high energy noise frequencies at the property line. For those third floor units of the proposed structure having a direct line of sight to the shopping center loading docks, enhanced STC rating, double glazed vinyl windows and door assemblies will be specified and installed.

The design focus for the entire project is the centrally located amenity courtyard. Directly adjacent to the single story community building, the courtyard has been designed for residents of all ages, with a multi-age playground and tot lot assembly, fully fenced pool and sunbathing patio area and trellised picnic and BBQ area linking these two spaces. In addition, the landscape plan has been configured to provide the largest amount of open, grassed sod areas adjacent to these uses so children can wander and explore this park-like setting, securely nestled in this interior courtyard, several hundred feet from Maria Drive and neighboring properties. Creating "eyes on the street" defensible public spaces, this amenity will be visible from almost half of the unit's balconies and the on-site manager within the community building. Public benches for parents and grandparents will be placed for ease of supervision and neighborly interactions. Additional site amenities for residents and invited guests include a significant number of locking bike storage areas, a USPS approved postal delivery facility adjacent to the community building, and recycled materials adjacent to the conveniently located refuse enclosures.
Landscaping design throughout the site has been integrated into the building environment and is intended to produce an appropriate mix of public, semi-public and private spaces for residents. These landscape buffers are designed to soften the massing of the substantially proportioned residential units and provide for appropriately scaled and placed landscaping in compliance with California low water use statutes and local jurisdictional standards. The incorporation of flowering shrubs and ornamental trees is intended to complement both the architectural style of the development but also the subtle changing of the seasons and subtle passage of time. The thoughtful placement of canopy shade trees adjacent to all parking areas, drive aisles and open recreational areas is intended to portray a sense of place and permanence. Where possible, existing mature trees retained and protected on site, will be incorporated into the design of the development. Finally, along Maria Drive and in response to the ever-changing arc of the right-of-way, the landscape architect has created landscape buffers ebbing and flowing with the interplay between orthogonal structure and the arc of the roadway. Breaking up the mass of these transitory spaces, as intended, the landscape buffer at Maria Drive will present a changing plane of colors and shapes that will mature with the project, and ground it within the community.

Centrally located and designed with a more pedestrian scale is the development’s community building. At approximately 3,500 square feet this development amenity has been designed as a single story structure with a cruciform footprint. The main entry area and activities room are contained within a vaulted ceiling area that contains clerestory windows at the upper roof. Contained within this facility are an on-site manager’s office, lobby reception area, non-commercial community kitchen, fully equipped exercise room, restrooms and on-site laundry facility for residents. Interior finishes and décor treatment at the community building are proposed to be of the highest commercial quality, of contemporary Napa styling and durable, long-lasting finishes. Directly adjacent to and contained with designed nooks and covered areas are a public U.S. Postal Service mail pickup and delivery station, exterior pool shower and drinking fountain. Exterior access to the laundry room and restrooms have been planned into the structure to allow for ease of after-hours use by residents and guests.

In keeping with the overall design theme of the proposed development, the exterior elevations of the community building are a blend of residential scaled California Craftsman architectural styles; complete with batten and board siding, shiplap siding and manufactured wood out riggers. These design features are complemented by the cultured stone columns and base treatment of a cobblefield stone texture application. The main entry element is continuous through the building and is intended to act as a focal point within the site, directing guests and new residents to this centrally located facility and its uses. Visible from either of the site’s two entry drives this enhanced feature has clerestory windows running at the soffit line and within the gable ended overbuilds there are top lights to introduce as much natural lighting as possible into the main community room. The community building utilizes a similar color pallet as Building Type A, with the exception that the accent wood features, trim and such assemblies as the farm house shutters will be painted in a more robust Country Lane Red color. Roofing for the community building will also match the roofing color and style of Building Types A and B, along with the three residential garages to the southerly property line, and is intended to match a Pewter Gray color by Palco Roofing Company, or equal.

Both of the residential structures, Building Types A and B, have similar design features which were specifically crafted to create both a “front” door and a “back of house” composition which although similar in execution, remain distinctive enough so either façade can be appreciated on its own merits. The consistent design element feature at the entry for both building types, is a gabled portico that will have a base of cultured stone in the cobblefield texture and terminate in vertical banding of the batt and board style siding. Supporting the fascia of the gabled roof will be Craftsman stylized out riggers, in an off-white or cream color. These portico elements will be provided with Building and Unit signage in conformance with municipal fire code and are conceived as a central feature of both the massing and pedestrian linkage for these building types. Finally, at both the left and right side of these stone covered pylons, decorative craftsman style lighting fixtures are proposed for both aesthetics and security.

Utilizing three primary siding materials for both Building Types A and B, the design team has selected a contemporary pallet of historic colors that are consistent with product lines offered by the James Hardie Plank Siding Company. There are three primary siding types composed of this cementitious siding materials: the batt and board siding, and two different heights of shiplap or horizontal siding in the three inch and six inch sized Select Cedarmill or Rustic Cedar lines. Where large areas of the structure require siding, the larger scale horizontal siding is utilized, however, where smaller scale elements are proposed or the materials are directly above the proposed stucco system, the smaller exposure profile is designated. In addition to establishing a sense of scale and proportion, the visual interplay of shadow lines for these two different profiles will create visual interest and aid in reducing the scale and mass of these structures. At areas of logical vertical thrust or a more narrow massing element, the introduction of batt and board siding is proposed. These elements would be primarily limited to either end of the structure and are consistent with the open stairway design at either end of the building.

11-49
The third and final exterior material introduced is a three-coat cement stucco system, in either a Heavy Dash texture or Light Lace texture. As proposed, the use of stucco will be limited to the corners of each building type and will be vertical in composition to allow for a brief visual respite from the regularity and texture of the ship lap siding. These stucco areas will be continued at exterior balcony half-walls and vertical column elements supporting these patios, and will be separated from the ship lap siding by a classical Craftsman "belly band" of composite wood in either off-white or similar color. At the ends of each building type where the stucco supports the smaller gabled building elements, the intent is to high light the scale and massing of these domestically scaled gabled ends, even including such features as a tapered Craftsman column at the third floor balcony. Grout colors for the proposed cobblefield stone features will be selected to be complementary to the color selections noted for the cement stucco system, reinforcing and celebrating the material dialogue between these grounding elements.

Additional design components at the building exteriors include such architectural elements as painted wood plank shutters, painted wood outriggers at soffit lines and gable ends, and powder coated metal railing at patio and deck half walls, in colors consistent with the accent features or fascia bands of each building. Colors of such accent features as the shutters will be utilized to differentiate each structure type and will complement the overall design aesthetics of the development by integrating numerous design features into one, cohesive whole.

Another design feature that will provide continuity throughout the site will be the scale and massing of the vinyl windows and patio doors. These energy efficient, double pane assemblies will be manufactured in either an off-white color or ecru color, similar to almond, that will complement the siding color selection and fascia trim and accessories. The massing of these windows, their location and rhythm have all been researched by the design team to provide for the greatest amount of natural lighting within each unit and their respective bedroom areas.

Due to the configuration of the site and the location of the central courtyard and drive aisles, the three structures that run roughly parallel to the Maria Drive frontage will only show fleeting glimpses of vertical circulation elements at the end stair towers. None of the main entry gable elements for these three buildings face Maria Drive by design. Based upon the location of the footprints to the proposed sidewalk and wrought iron fencing at the Maria Drive right-of-way, the articulation of these three buildings will provide a uniquely urban façade to this suburban street. The massing, scale and material articulation for these elevations are consistent with the front façades, and are intended to create a dynamic series of vistas for either pedestrians or vehicular traffic along Maria Drive.

Each of the individual unit types will be provided with secure exterior locking storage, a private balcony or patio and private entry contained within a weather protected, interior corridor. Exterior patios will be provided with individual house lights for convenience and security, as will the primary entryway. As proposed, the unit interiors will offer full, contemporary kitchen layouts and cabinet/countertop finishes, a dining area, expansive living room connected directly to the exterior patio, and internal circulation to separate bathrooms and bedroom areas. In addition, all units are provided with interior coat or linen storage closets and a separate closet for resident washer and dryer. Material finishes will include low VOC paints and stains, residential carpeting and linoleum with recycled content, high efficiency windows and doors. Other energy saving features for residents are proposed to include Energy Star lighting packages, low flow water fixtures for sinks, lavatories, showers and water closets. All ranges exhaust vents and restroom exhaust assemblies will be specified and installed to be in compliance with the 2010 California Green Building Codes and applicable local Tier adoptions.

All ground floor units throughout the site will be ADA adaptable, and the development will provide the requisite number of ADA accessible unit types on ground floor areas, within accessible paths of travel to both public transportation and project amenities. Such ADA amenities within the units include glue-down carpeting, lowered cabinet heights, front control range and dishwasher, wider doorways and frames, accessible turn around areas, specified approach limits and where noted, either audible or acoustic upgrades for sensory units. Within the development, public amenities will be fully ADA compliant in conformance with both state and federal civil statues for universal accessibility.