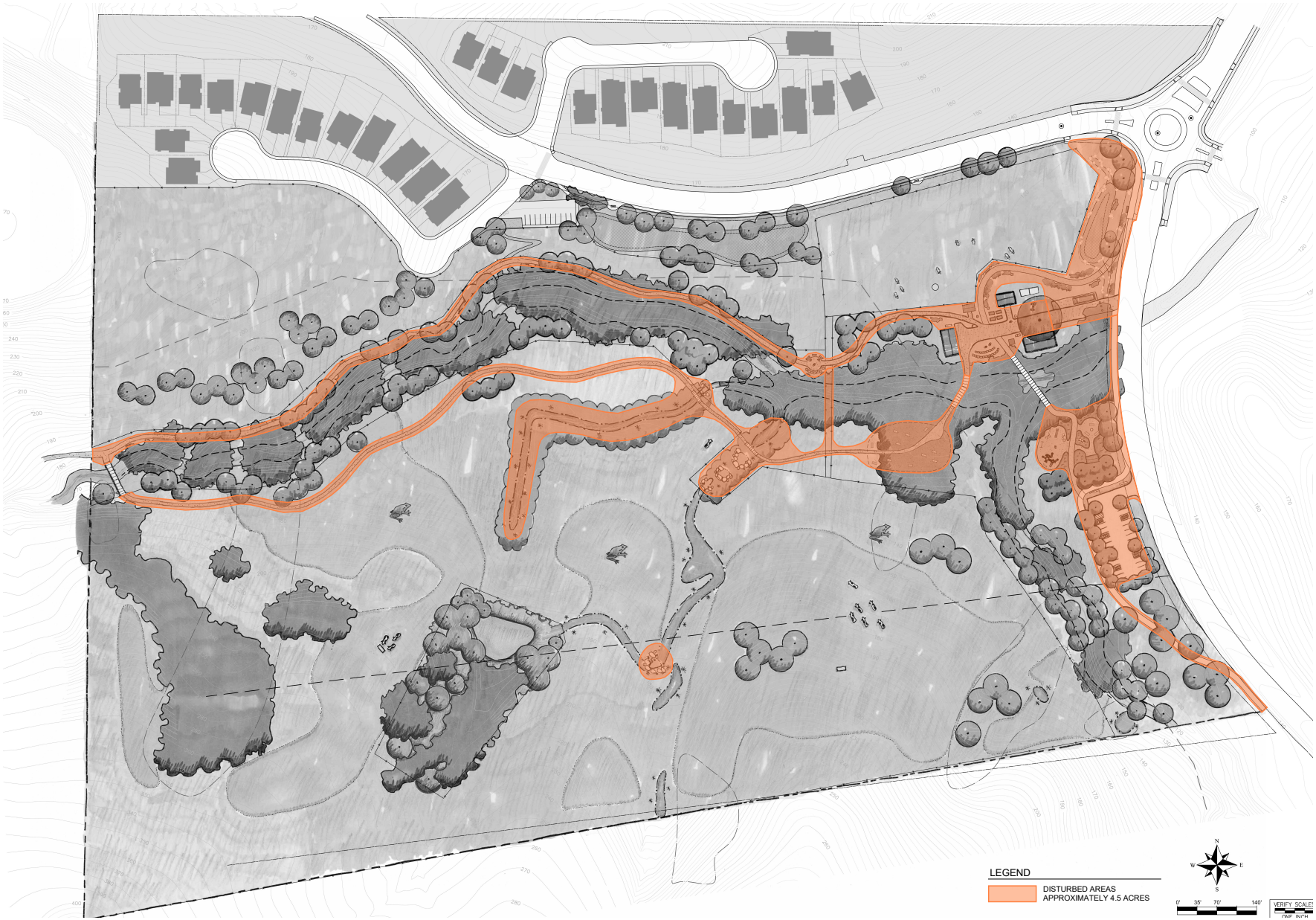

SOURCE: Prunuske Chatham, Inc., July 2021. ~~Prunuske Chatham, 2019~~

UPDATED FIGURE **3.0-18**

IMPACT SCIENCES

Limits of Disturbance – Putnam Park Extension Project Component

implemented in fewer phases. Phase 1 elements would be constructed concurrently during the last construction stages of the residential component. ~~and~~ The grading of the upper parking lot and construction of the lower parking lot, associated infiltration basin, one pedestrian bridge, temporary restroom, and the north segment of the loop trail with connection to Helen Putnam Regional Park and the barn center are expected to be completed ~~once the new homes begin to be occupied~~ during the construction of the residential project. The remaining Phase 1 improvements will occur concurrently once any needed permits are received from the resource agencies. Phase 1 will be completed by KCPP with committed and expected private and public funding, including a million-dollar County Ag + Open Space grant. The timing and implementation of the other phases will be constructed after transfer of title to Sonoma County Regional Parks as funding becomes available and consistent with ~~would depend on the availability of funding and the priorities of~~ Sonoma County Regional Park's management priorities. KCPP and Sonoma County Regional Parks will enter into an agreement regarding transfer of the 47-acre Putnam Park Extension property and implementation of the Putnam Park Extension Project.

3.7 PROJECT APPROVALS

3.7.1 City of Petaluma

The City of Petaluma is the Lead Agency for purposes of complying with CEQA and is the primary public agency responsible for approving the project. Several discretionary actions by the City will be necessary for this project, including but not limited to:

- General Plan Amendment to modify the language contained in General Plan Policy 2-P-68;
- General Plan Amendment to modify General Plan Figure 5-2, Bicycle Facilities;
- Rezoning of the site from Residential 1 (R1) to a Planned Unit District (PUD);
- Adoption of related Planned Unit Development Plan and Guidelines;
- Vesting Tentative Map to subdivide two existing parcels to accommodate the proposed development; and
- Future Site Plan and Architectural Review (SPAR).[14]

[14] SPAR has not been requested at this time by the Applicants, but this review will be required before the homes are constructed on the site.

3.7.2 Other Agencies

Federal, state and regional agencies that may have jurisdiction over the project include, but are not necessarily limited to:

- U.S. Army Corps of Engineers (Corps)
- State Water Resources Control Board and the Regional Water Quality Control Board (RWQCB)
- U.S. Fish and Wildlife Service (USFWS)
- California Department of Fish and Wildlife (CDFW)
- Sonoma County Water Agency
- Sonoma County Permit and Resource Management Department
- Sonoma County Regional Parks

3.8 REGIONAL PARK TRAIL PROJECT

3.8.1 Description

Sonoma County Regional Parks (SCRP) has a trail connection point at the common boundary of the project site and the existing Helen Putnam Regional Park, located to the west of the project site. This connection point would allow for an extension of the Putnam Park Extension Project component's on-site multi-use trail through Helen Putnam Regional Park to eventually connect to an existing trail on the Regional Park property. Approval of the trail is within the review authority of the SCRP. If approved, construction of this trail connection is expected to be completed by the time Phase 1 of the Putnam Park Extension Project component is completed and opened to the public.

Figure 3.0-19, Regional Park Trail Section, presents the approximate alignment of this regional park trail, as outlined by the SCRP. Based on the conceptual design prepared by the SCRP, the regional park trail would be constructed from the western boundary of the project site to connect with the existing Ridge Trail located west of the Victoria Subdivision as shown in **Figure 3.0-19**. The trail would be approximately 0.5 mile long and four feet wide, which is the average standard width for trails according to the National Park Service. Similar to other regional park trails, the trail would not be paved. Due to the hilly terrain in which it would be located, the trail would not be ADA compliant. The trail would traverse an area with a large number of trees and drainages. Rolling dips, switchbacks, and other hydrologic control measures would be incorporated in order to limit concentration of flow on long sections of the trail.

The regional park trail is analyzed in this RDEIR as a related project. Construction of the proposed multi-use trail on the project site would create conditions that could lead to the construction of the regional park trail on the Helen Putnam Regional Park property. While there is no guarantee that the regional park trail would be constructed, with the access provided by the project site multi-use trail between D Street and the eastern boundary of the regional park, the probability that the regional park trail would be constructed would increase. Therefore conservatively, this RDEIR analyses the regional park trail as a related project and presents the environmental consequences that could result from its construction and operation. This EIR may be used by the SCRP if and when it decides to construct the regional park trail.

3.8.2 Construction Activities

Trail construction would require the removal of overhanging vegetation and branches as well as low lying saplings, weeds, and brush along the trail length. Mature trees would not be removed as part of trail construction. Some grading may be required to create a shelf for the trail depending on the hillside slope and to achieve trail slopes that are usable. Trail dozers may be used for initial grading and excavation. Small construction equipment such as power wheel barrows and bob cats would be used to move soil and earth materials that may be generated during trail construction; it is anticipated that cut and fill would be balanced and off-haul of materials would not be required. The final trail construction would be done by hand. The trail would be composed of compacted earth with gravel used only where needed to provide stability. Exposed soil in the construction area would be seeded with a native seed mix.

A number of erosion control features such as a rock rip rap area, drainage lenses, and armored dip would be constructed along the trail to control erosion at the locations where the trail would cross or be close to drainages (**Figure 3.0-19, Regional Park Trail Section**).

Appropriate erosion control and runoff protection measures would be incorporated at and near streams and crossings to provide additional protection. There would be an armored ford crossing (installation of rip rap in the creek bed) in one area of the trail. A switchback and climbing turn element would be constructed at approximately the half way point of the trail which would allow larger elevation changes while limiting steep trail slopes to maintain the integrity and usability of the trail.

There would be no landscaping associated with the regional park trail, although areas disturbed during construction would be hydroseeded with native grasses to help reestablish the vegetation and avoid erosion. The construction of the trail section would take up to 4 months to complete, including