

APPENDIX I

Constraints and Opportunities Mapbook

I.1 Introduction

As discussed in Chapter 7 of the SR 37 PEL Study Report, Alternative 5 was identified as the preferred alternative through the alternatives screening process. Following that finding, Caltrans met with the SR 37 PEL Stakeholder and Technical Working Groups between July and September 2022 to solicit further detailed input on critical resources and constraints to help inform the next level of design, including points at which the proposed new expressway should provide access to existing roads, trails, infrastructure, and other sites. The information contained in this appendix is not a comprehensive compendium of all sensitive resources, design constraints or other issues that have been documented throughout the SR 37 PEL Study.

These locations were captured and annotated on a Google Earth map. The results of this mapping effort are presented on Figure I-1, State Route 37 Corridor Key Resources and Constraints and summarized in Tables I-1 and I-2 below. The locations identified during the meetings are indicated with the following codes:

- C: Other Resources and Constraints
- H: Hydrological Resources
- SA: Sensitive Biological/Habitat Areas
- A: Access

Table I-1 presents details about information regarding resources and constraints along the SR 37 corridor collected during these meetings. Table I-2 presents details about current access along SR 37 that the stakeholders suggested be retained for the preferred alternative.

Table I-1. Resources and Constraints Identified along the SR 37 Corridor

Code^a	Description
C-1	Sanitation Treatment Plant
C-2	New interchange at SR 37/US 101
C-3	SMART rail coordination
C-4	Reconfigure SR 37 access to Marsh Drive and Hanna Ranch Road
C-5	PG&E substation
C-6	Potential opportunity for marsh restoration along western bank of Novato Creek
C-7	Levee maintenance necessary in short term to reduce flooding risk
C-8	SMART Rail parallels existing roadway from SR 101 to Black Point

Code^a	Description
C-9	WWTP summer irrigation fields and underground infrastructure piping: Novato Sanitary District WWTP, near Deer Island Basin. Infrastructure in region w/in SR 37 ROW. Fields north/south of SR 37 are owned by county and leased by Sanitary District for discharge and to irrigate pastures. Includes distribution pipes and recycled water pipelines in region that go to golf courses by Black Point. Need to grow infrastructure for treated and wastewater, and this doesn't always parallel highway.
C-10	More mature wetlands and restoration projects on north side than south side of SR 37
C-11	Reconfigure SR 37/SR 121 interchange
C-12	SMART rail consideration
C-13	Electrical control boxes along bayside of SR 37
C-14	Reconfigure interchange for SR37/Walnut Ave/Railroad Ave
C-15	Potential 37 acre parcel development: Potential development of this parcel. Permitting challenges with development. BCDC, RWQCB, USACE etc. Needs City of Vallejo approval
C-16	Reconfigure interchange for SR 37/Wilson Ave
C-17	Multiuse path will be implemented along Wilson Ave to connect to Bay Trail
C-18	Reconfigure interchange for SR 37/Sacramento Street
C-19	Reconfigure interchange for SR 37/Sonoma Boulevard
C-20	Reconfigure interchange for SR 37/Fairgrounds Drive
C-21	Solano 360 redevelopment of fairgrounds to mixed use development
C-22	Reconfigure interchange for SR 37/Interstate 80
H-1	Marin Flood Control/CDFG Jurisdiction Overflow Basin
H-2	Novato Creek hydrology Inundation and roadway flooding already occurring within this area.
H-3	Floodplain connection benefit if existing SR 37 fill removed
H-4	Simmons Slough
H-5	Large pump in slough at Novato Creek: Important near term to aid in flood control for SR 37 and surrounding properties. May be less of a factor once flood reduction project addresses flooding issues and raises SR 37 in this location.
H-6	Navigational clearances and hydrologic considerations at Petaluma River Bridge
H-7	Hydrology considerations at Tolay Creek: Potential habitat for salt marsh harvest mouse and shorebirds
H-8	Sonoma Creek hydrology considerations
H-9	Major intake controlling hydrology for Ponds 1/1a.: Includes an 80-inch intake pipe under highway that is utilized to control hydrology for Pond 1/1a only.
H-10	Navigational clearances and hydrology considerations for Napa River Bridge

Code^a	Description
SA-1	Existing raptor perches on transmission towers along SR 37: Existing transmission towers may offer perching habitat for raptors along project corridor.
SA-2	Hérons Beak Pond restoration area: Restoration Areas with Pond to north. County looking at restoration projects in this area and along Novato Creek.
SA-3	Shorebird and other water bird habitat: Not sensitive habitat for protected species
SA-4	Marin Audubon's 142-acre diked historic bayland
SA-5	Mature restored marsh
SA-6	(Carl's Marsh): Contains potential protected species habitat (clapper rail, salt marsh harvest mouse). This area has been established since the late 80's Mature Marsh
SA-7	Young marsh: Marsh is newer and less established than on northern side of SR 37 along Petaluma River.
SA-8	Sonoma Land Trust upland managed areas: Sonoma Land Trust manages this upland area. Advised to discuss upland areas with discuss with Greg and Julie to understand upcoming projects to help abate ponding and hydrology on north side of SR 37.
SA-9	Sears Point restoration project
SA-10	West End Duck Club
SA-11	Existing marsh habitat, protected species habitat (Sonoma Creek to Napa River): From Sonoma Creek to Napa River is sensitive area. Several restoration projects and multiple protected species along this stretch of corridor. Sensitive area on both sides of the existing highway.
SA-12	Drainage ditch runs parallel to SR 37 that drains the back of the marsh: Will need to consider this and strip marsh east restoration project when designing support column placement for causeway through this area.
SA-13	Cullinan Ranch
SA-14	Potential strip marsh east restoration area 7,900 acres from Sonoma Creek to Mare Island: Possible restoration of marsh by improving drainage by digging channels parallel to SR 37 to drain into intake canal. Conceptual plan can be provided by Christina Toms of RWQCB.
SA-15	Cullinan Ranch - placement of dredged material for marsh restoration
SA-16	Changes must conform with White Slough specific development plan guidance

^a A = Access Suggested
C = Other Resources and Constraints
H = Hydrological Features
SA = Sensitive Biological/Habitat Area

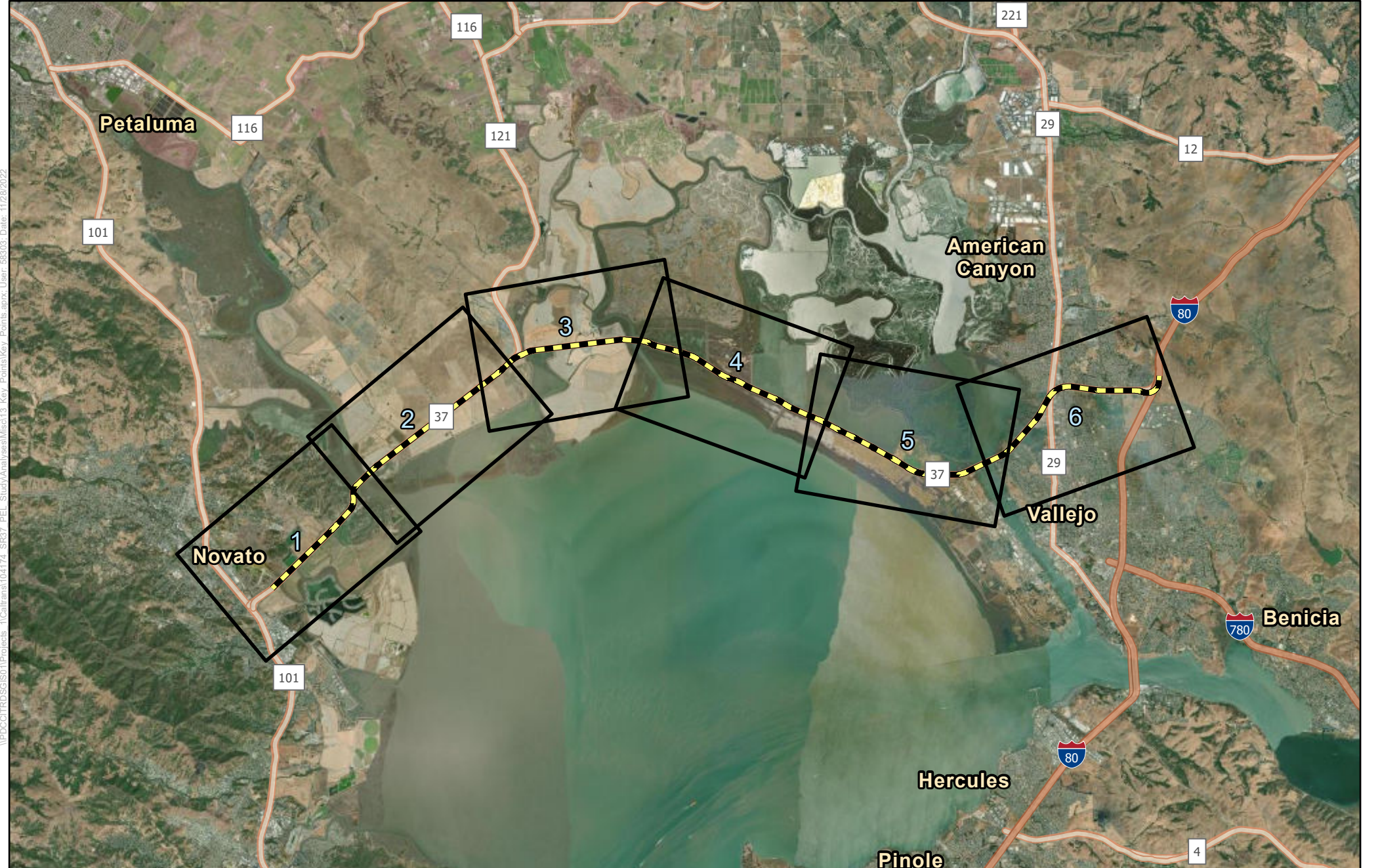
Table I-2. Access Recommended for Retention along the SR 37 Alignment

Code^a	Description
A-1	Potential need for connection to SR 37
A-2	Agricultural field access
A-3	Atherton Avenue and Renaissance Road access: <ul style="list-style-type: none"> - Needed for residents of Black Point and Green Point as well as small businesses at Black Point - Needed for access to recreation sites at Rush Creek and Deer Island as well as the Preserve and the privately owned golf course to the south - Needed for management of baylands and the county's pump along the south side of SR 37. Baylands to the north can be accessed from Atherton Avenue but there is no other access for the baylands on the south side of 37. -Only route to public access boat launch ramp
A-4	Black Point public boat launch: Only public boat launch access along SR 37 corridor.
A-5	Access for levee
A-6	Petaluma River farm drive and Frontage Road to businesses: Large volume of heavy vehicle traffic turning left going west on SR 37 at intersection. Tree service company utilizes this access off of SR 37. Ranch has easement owned by Sonoma Land Trust
A-7	Heavy morning truck traffic turning west onto SR 37: Tree services company and other businesses have heavy truck traffic turning left onto SR 37 in the morning commute time which adds congestion to area.
A-8	Lakeville Hwy/SR 37 interchange and Sears Point trailhead: Access to Sears Point trailhead, farmland, and alternative access to wildlife refuge facility
A-9	Sears Point trailhead parking
A-10	San Pablo National Wildlife Refuge facility
A-11	Sears Point Road and Tolay Creek Road
A-12	Tubbs Island trailhead
A-13	Access to Tubbs Island, levees, Noble Road, and Wing & Barrel Ranch: Tubbs Island will likely be protected and maintained for a long time with levees. This area may be one of the last places to receive inundation.
A-14	Field access
A-15	Field access
A-16	Parking for wildlife viewing area
A-17	Trail parking and observation deck; trail access
A-18	Access to PG&E transmission towers boardwalk
A-19	USFWS access point: Only turnaround on SR 37
A-20	Private driveway to house and Duck Club



Code^a	Description
A-21	Access needed in short term for facilities and kayak launch area: Long term may not be as important for access. No other access points other than this area. Regulatory requirements for this facility. Kayak launch in this area.
A-22	Polebarn Road access for short-term; long-term will be removed for future restoration area
A-23	Levee access to protect low point on existing SR 37
A-24	Baylands vista point and parking

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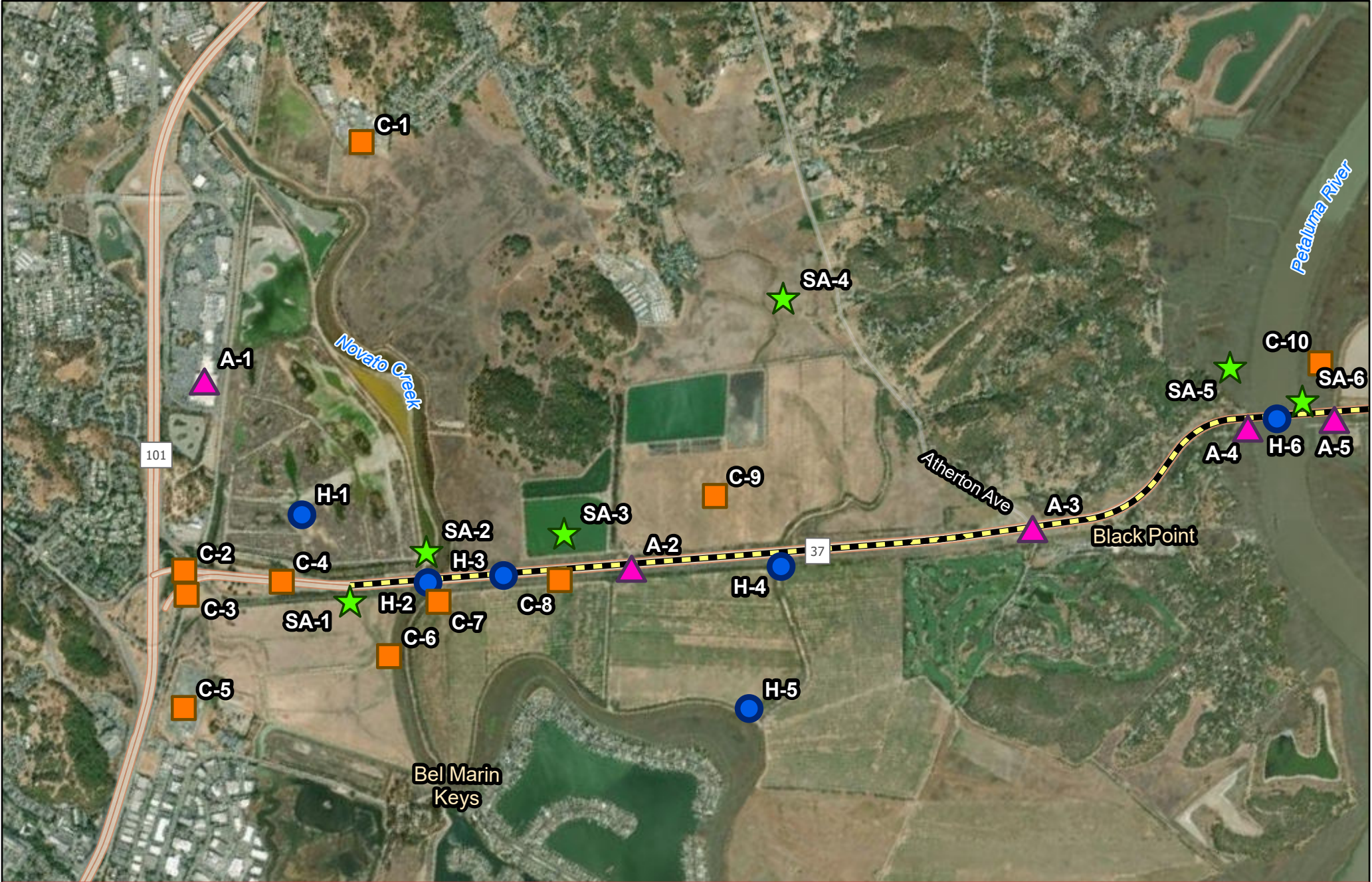
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-  Alternative 5 Alignment
-  Mapbook Index

State Route 37 Corridor
Constraints and Opportunities
 Index Sheet

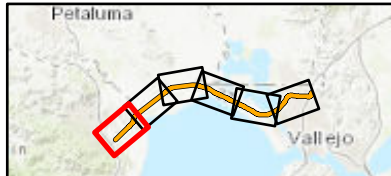
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**State Route 37 Corridor
Constraints and
Opportunities**
Page 1 of 6



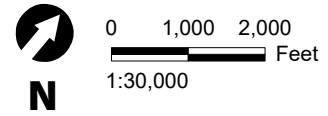
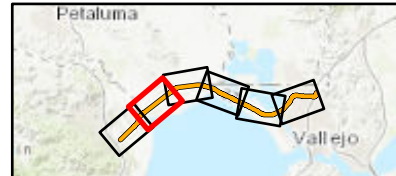
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**State Route 37 Corridor
Constraints and
Opportunities**
Page 2 of 6

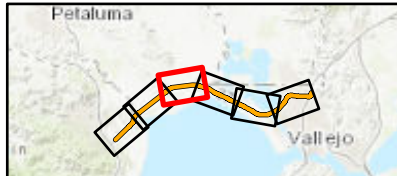




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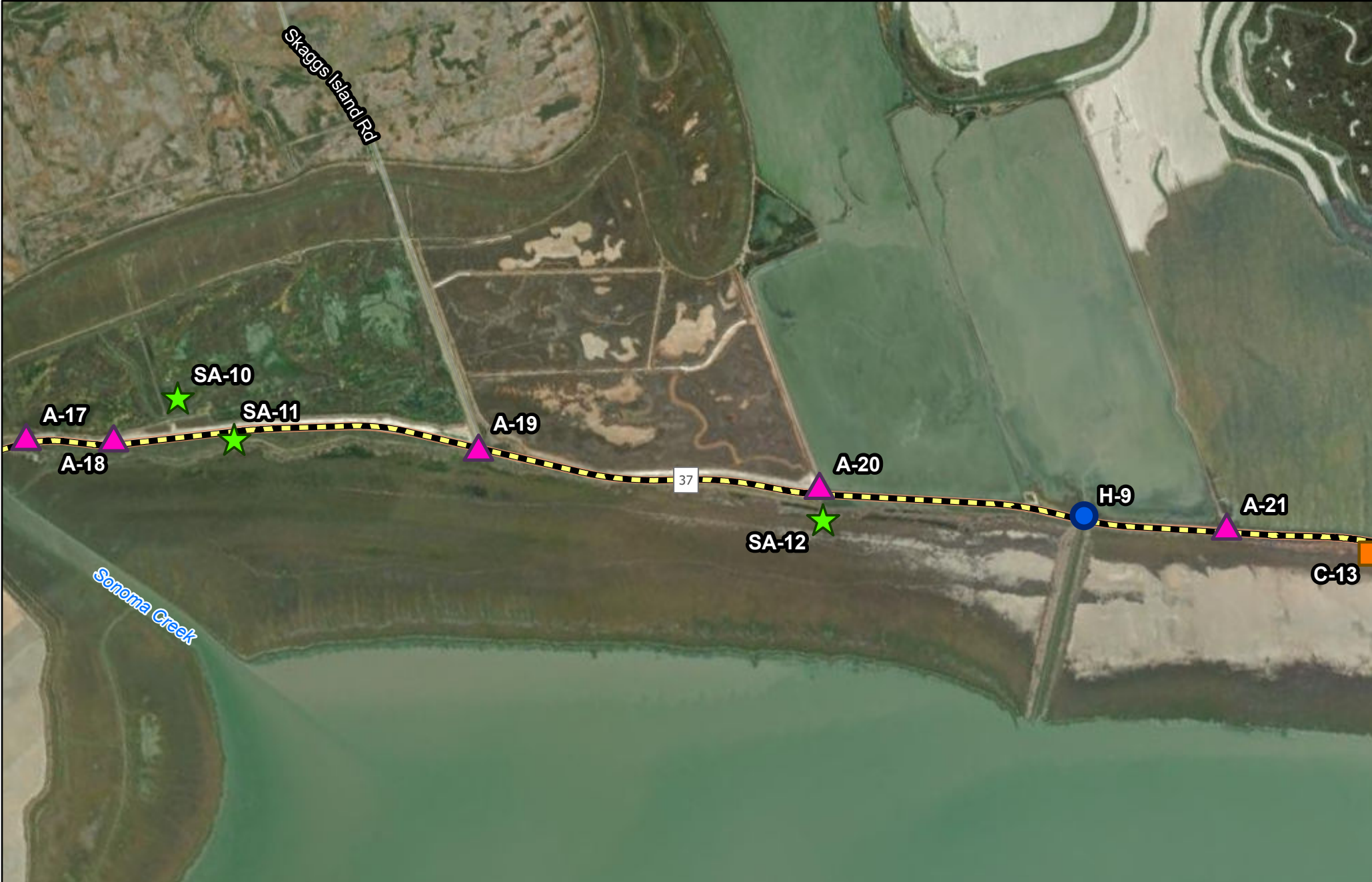
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- Alternative 5 Alignment

**State Route 37 Corridor
Constraints and
Opportunities**
Page 3 of 6





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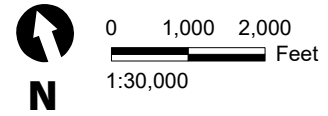
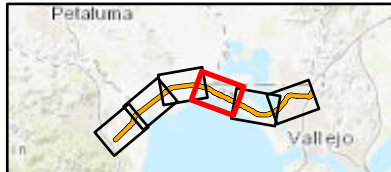
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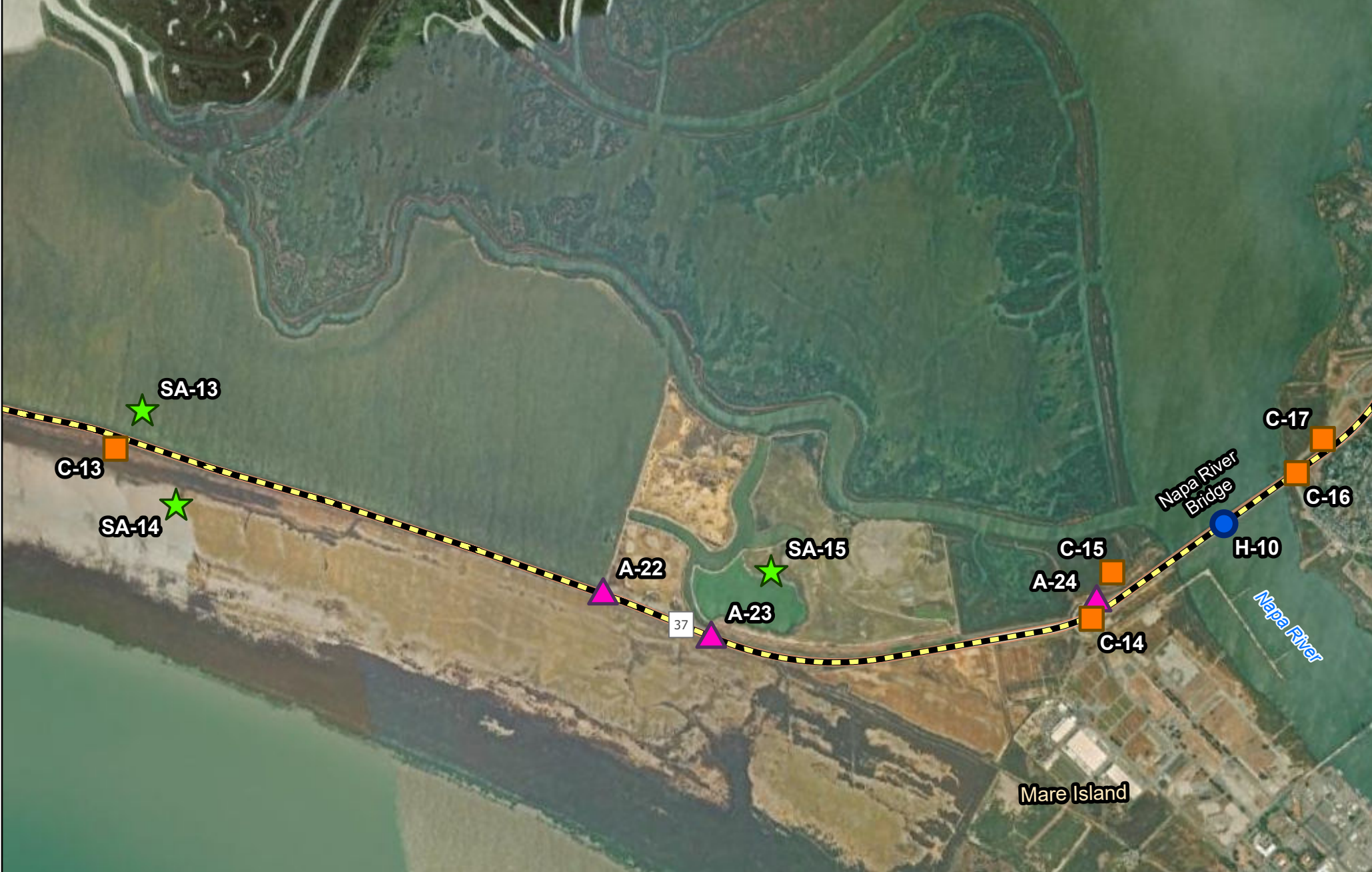


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**State Route 37 Corridor
Constraints and
Opportunities**
Page 4 of 6

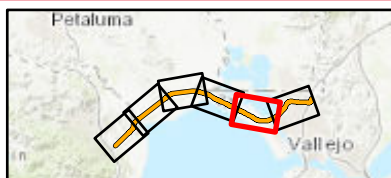




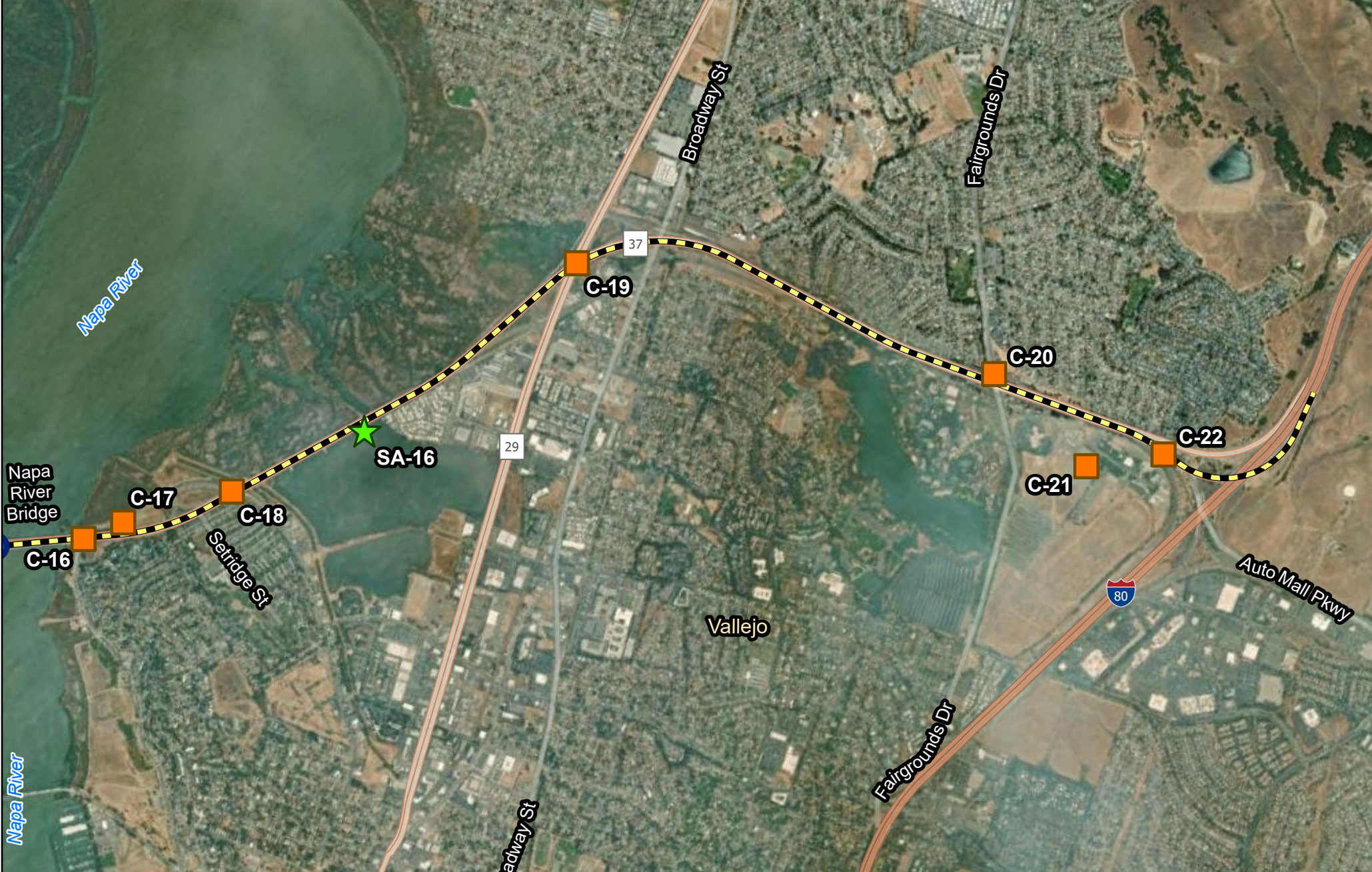
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**State Route 37 Corridor
Constraints and
Opportunities**
Page 5 of 6



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**State Route 37 Corridor
Constraints and
Opportunities**
Page 6 of 6

