

TABLE 1: COMPLIANCE WITH SMARTCODE URBAN STANDARDS		
REGULATION	REQUIREMENT	COMPLIANCY REVIEW
Block Size	T-5 and T-6 2,000 ft. max (with internal parking)	Project is compliant with prescribed blocks.
Thoroughfares	Throughout §5	The five project streets are compliant with SAMP and CPSP, after minor modifications noted and/or as conditioned.
Civic Spaces	Civic Spaces subject to §4.50 standards. Additionally, §4.50.050 names D St ROW as Pocket Plaza.	Pocket Plazas are a permitted use in T-5 and T-6 and therefore compliant. Sheet A0.04 names Copeland and Weller St spaces as Pocket Plazas.
Lot Occupation (area/coverage)	T-5, T6-0, and T-6. Not required.	N/A
Build-to Line	T-5 N/A T-6 0-foot minimum	The T-6 and T6-0 areas each have more than 90% of linear distance not more than approximately 0' from the sidewalk easement area, except where recessed not more than 5' for a doorway (or a combination of a recessed entry and the distance necessary to accommodate the curvature of an intersection) or for building articulation or a dedicated civic space (as at Washington & Copeland). (Condition dedication as plans note.) The LID areas at the building fronts along East Washington and East D Streets have been designed to be compliant with the standard and a <u>Condition</u> will ensure that final LID design will result in these areas appearing urban in nature (as sheet L1.5 storm water images show) rather than suburban. Compliant.
Setback Front	Between 0 and 10 feet for principal buildings in T-5 N/A in T-6	The project is between 0 and 10 feet from street frontages/sidewalk easements, except in areas of courtyards, pocket plazas, garage entrances, or building articulation. Buildings are within 10 feet of front property line/back of sidewalk for at least 75% of all T-5 frontages. (T-5 project wide percentage is approximately 82%.) Compliant.

Setbacks Outbuildings	N/A	No outbuildings proposed.
Percent of Building Frontage	T-5 at least 75% of the frontage within 10 feet of the front property line/back of sidewalk; T-6 at least 90% of the building frontage	The entirety of the Haystack site is Principal Frontage (pursuant to map at page 153 of the SmartCode). Project proposes this arrangement, see notes above. Compliant.
Building Placement	Courtyard is a permitted building placement in T-5 and T-6.	As Sheet A0.04 notes, the Building placement of each block is that of Courtyard (with the raised courtyard over the parking layers being the courtyard); Compliant.
Allowed Building Types	T-5 allows Townhouse, Apartment House, Courtyard, Main Street and Mid Rise. T-6 allows Main Street and Mid Rise	As Sheet A0.04 notes, building types proposed by the project are Courtyard (around the ground level forecourt in T-5, facing the transverse street) and Main Street (everywhere else, in both T-5 and T-6). These two building types are allowed in the transects in which they are proposed. Compliant.
Courtyards Building Type	§4.80.130	The Project is compliant with the courtyard to height ratios and the overall Courtyard Area (total). The main body/wings width max of 100 feet can be drawn such that the width and depth (C and D) are never greater than 100 feet by 40 feet. Compliant.
Courtyard Width	§4.80.130(I) not to exceed 50'	Courtyard A is 73 feet wide and B is 54.5 feet wide. Requires a warrant to exceed maximum width.
"Lot" depth	§4.80.130(B & I) max allowed is 100'	Courtyard B is 108 feet deep. This requires a warrant. However, the depth of a "lot" in the context of the whole block design is not meaningful.
Entry off Courtyard and Pedestrian Access	§4.80.130(F), courtyard units shall be "primarily accessed directly from a courtyard". Ped Access states: "The main entry of ground floor units is directly off a courtyard or a street"	Architect is concerned about privacy impact and awkwardness of providing direct access to the 2 corner units in each courtyard, as this would occur in close proximity to the neighboring unit's bedroom windows. As proposed, 11 of the 15 courtyard units are conditioned to have direct and convenient access and that the final courtyard design encourages use by the residents.

Allowed Frontages	§4.40.150 requires that the mid-block Transverse St private frontage be either a dooryard or a stoop.	The courtyard entries appear to be a Dooryard/ForeCourt combination frontage. The raised courtyard design of this frontage requires modifications to the specified dooryard standards to accommodate the raised and the communal nature of the proposed residential courtyard. As the courtyard is an allowable building type, a Warrant to accommodate appropriate modifications to the dooryard private frontage type seems appropriate.
Main Street Building	§4.80.140 Each building component is no longer than 150 feet and no deeper than 65' (SmartCode D at page 85)	The non-Courtyard buildings within the project are of the Main Street type and generally comply with the Main Street Building standards. The project is designed as a composite of building components, none of which exceeds the maximum dimensions, see Sheet A0.05. The Planning Commission may consider if the components are distinct enough from each other.
Private Frontages.	<p>§4.40. <i>Gallery</i> is required for at least 25 feet at (4.40.120. pg 36: 8 feet deep, 2 feet from curb, and at least 11 feet clear).</p> <p><i>Dooryard or Stoop</i> is required.</p> <p><i>Dooryard or Stoop</i> is required.</p>	<p><i>Corner of Weller & Transverse:</i> The gallery is generally at least 11 feet deep from post to building. While the rounded nature of the gallery at the tip of the corner does result in a 7-foot measurement at the tip of the corner, this is consistent with the example photos in the Gallery section (a building with a 90-degree angle and a curved gallery). Therefore, this design is consistent with the SmartCode specification.</p> <p><i>Mid-block of Transverse Street</i> (from Gallery to 25 to 75 feet from Copeland building edge). In the context of the proposed residential courtyard (and a courtyard building type is allowed in T-5 generally) direct application of a Dooryard or Stoop private frontage type would be incompatible with a courtyard design (for example, a private dooryard within the courtyard would minimize the courtyard's ability to function as community space). However, the designed courtyard is consistent with the key feature of the <i>Dooryard and ForeCourt</i> description (§4.40.070-080), being a raised entry court or shared garden space for residential units intended for private circulation, visually open to, but distinct from, the abutting public space (see Courtyard Warrant discussed above).</p> <p><i>Mid-block of each Copeland St block:</i> The ground floor use at these mid-block sections is residential, and the proposed private frontage type is a raised <i>Stoop</i> (standards at 4.40.070, page 30). The main façade of the building is to be near the frontage line and the elevated stoop is to engage the sidewalk, while elevating the</p>

	<p><i>All elsewhere Shopfront is permitted and proposed (page 33 of the SmartCode). Shopfront §4.40.100</i></p>	<p>residential unit above the sidewalk to ensure privacy within the building. The stairs may be side loaded or lead directly to the street, but section C notes that the entry door must face the street. As 7 of the 8 stoop doors are oriented perpendicular to the street, a Warrant is required. (Otherwise compliant.) The applicant has provided a detail to depict how the stoop entries will engage the sidewalk regardless of the side orientation (450, 462, and 478 First St) and also points out that pedestrians will have a direct view of the side facing doors. Condition: plans shall be further detailed to enhance/ensure that the stoop is engaging from the sidewalk perspective. Note, the most northern residential unit on the south block, has a front-facing door, and stair that projects not more than five feet into the 17-foot-wide sidewalk; the proposed design does not extend into the public right-of-way (see Sheet C-4), results in the retention of a 12-foot wide sidewalk, and does not conflict with SmartCode §4.40.070.</p> <p>Shopfronts are intended to be at or near the frontage line with at-grade entrances and substantial glazing at the sidewalk level and may include awnings. Section states that the distance between glazing should be not be more than 2 feet; however, staff finds that this must refer to the typical condition (rather than an absolute as structural strength, corners, and building articulation mandate at least the occasional length greater than 2' between glazing. The project has been designed so that window glazing at ground floor shop front units is most commonly separated by not more than two feet of wall (see Commercial A1 building for example), but the shopfronts also include some distances of four and six feet between windows. These most often occur for practical and structural reasons at corners and sometimes to accommodate some detail of architectural interest. Staff finds that the project overall is well glazed and finds the proposed glazing consist with the CPSP/SAMP's direction. Likewise, the shopfront areas have 75% ground floor transparency. See A2.0A & B, where total transparency area is essentially 75% of the total shopfront area. (Residential windows are not used.) Compliant, except where noted for Courtyard Warrant and Stoop door orientation warrant.</p>
Building Height	2 to 4 stories in T-5 and 3 to 6 stories in T-6	The four-story buildings with three-story components are compliant with the minimum and maximum height.

Ground Floor Ceiling	Residential uses must have a min ground floor ceiling height of 10 feet, all other uses must have a minimum of 14 feet	Project proposes 14 foot ground floor ceiling heights except for the residential uses on Copeland and the residential use off the Transverse St. courtyard, where units are raised 2feet above grade resulting in a 12 foot ceiling height. Compliant with a condition of approval.
Ground Floor Space	Depth of 30' minimum	Compliant
Distance Between Ground Floor Entries	Not to exceed 50' maximum	The project has frequent ground floor entries, the majority of distances between doorways does not exceed 50 feet. There are a few locations where the maximum distance between entries is exceeded. In these locations, the entries have been located for tenant space layout, often set near a building corner, rather than centered on the space. If the 50-foot maximum is interpreted as an average which can then be adjusted to suite the commercial spaces layout, the project is consistent with the intent of the CPSP/SAMP to have interaction at the pedestrian level in the form of frequent doorways, while also resulting in practical commercial spaces. Generally Compliant.
Parking Location	§6.10.020	All Garages are at least 20' behind the front property line/sidewalk and out of the 1 st and 2 nd layers. Compliant.
Building Functions	§3.10.030. Building Function Standards Table 3.1	Within T-6 (E Washington St) building function is Residential within Mixed Use Building. Within T6-0 (E D St), building function is Residential within Mixed Use Building at east end and Live/Work (units F1-3) with Residential above at west end, Minor Use Permit will be required of the Live/Work units, interior design consistent with 4.70.020.D at time of Building Permit. Within T-5, building function is Residential within Mixed Use Building (typically at corners) and Multi-family (only where Shopfronts are not required, that is only mid-block on Copeland and mid-block on the Transverse St). Compliant.
Civic Spaces	§4.50.030 Civic Spaces Pocket Plazas are allowed in T5 and T6.	Formal open spaces available for civic purposes and subordinate commercial activities. Typically hardscaped. Subject to Music, Recreation, and Parks Committee review, Compliant.

Landscape Planter Strips	§4.50.050. Table 5.10.060A and Street section 5.10.070	Landscaping planter strips per SAMP illustrations. Compliant.
Parking Requirement	<p><i>Required:</i> 148 residential and 3 live/work units (1 space/unit) and 27 affordable residential units (0.5 spaces/units) and 24,855 square feet of commercial (1 space/500 sq ft) requires 215 parking spaces. Note that the street parking along the project's frontage is counted as project parking within the CPSP.</p>	<p>The two two-level garages provide 197 spaces and 57 parallel parking spaces on the project side of each abutting street result in a total of 254 total parking spaces. Residential Details: Of the 197 garage spaces, 180 are reserved for the 178 residential units (two of the 180 spaces are tandem spaces for use by one household with two cars, therefore the garage provides residential parking sufficient for each of the 178 apartment units to have a distinct parking space). Residential parking will be “unbundled” and leased independently allowing for residents without a car to not pay for any parking and households with two cars to lease two spaces if available (in the long term, if a lower rate of car ownership is experienced, the design of the garage can accommodate the relocation of the gate). Compliant.</p> <p><i>Commercial Details:</i> The other 17 garage spaces will be for use by the on-site commercial spaces, presumably the employees of those spaces. The applicant envisions issuing some form of visitor decals, whereby commercial employee and resident guests can display valid parking validation on their dashboards or similar. The number of designated employee use spaces available to each commercial tenant will be negotiated with each tenant during lease negotiation and will depend on a number of factors including; the type of commercial, size of space being leased, number of employees, availability etc. These garage spaces will allow for all day parking for employees authorized guested when available. The 57 parallel parking spaces on the project side of each abutting street are expected to have a two-hour parking limit consistent with downtown street parking; these spaces will provide shorter term parking options for users of the commercial spaces (attending an appointment or meeting at an office, visiting a café, shopping or such). The 17 all day and 57 short term street parking spaces will provide 74 spaces for the 24,855 square feet of commercial area (which require a minimum of 50 spaces). Compliant.</p>

Section 6: Parking Standards & Procedures	§6.10.010. On-street parking counts.	57 on-street parking stall are provided.
	§6.10.020. Must be in third layer, 20 feet from the building façade.	All on-site parking is within two interior lot parking garages. The first parking spaces are 20 feet from the Weller St building façade.
	§6.10.030. Reduction of Parking Requirements	No parking reduction is needed or proposed.
	§6.10.040. Disabled Parking	Building has reviewed the current parking layout and found it acceptable for the design review phase.
	§6.10.050.A. Access	Site does not have any secondary frontage Weller St is more logical location for parking entry than East Washington or East D with their heavy flows, Copeland with its transit function, or the transverse street intended as an intimate pedestrian space. Project does propose a concrete walk connecting the public sidewalk to a doorway into the parking garage (abutting the vehicular entry), as directed. Those non-residential parking spaces provided in the parking garages shall maintain a 14 foot clearance height, as required.
	§6.10.050.B. Access to adjacent sites.	Not applicable.
	§6.10.050.C. Parking Area Dimensions	Parking lot has stalls 8.5 wide and 18 feet long and aisle widths of at least 22 feet (they are 24 feet wide).
	§6.10.050.D. Landscaping	Not applicable as parking area is in an interior covered garage. Courtyard cap on garage will include lush landscaping.
	§6.10.050.E – G. Lighting, Striping, and Surfacing	Parking garage shall include lights, and parking space striping, and be surfaced in an all-weather surface as required.

	<p>§6.10.050.H. Loading</p> <p>§6.10.060. Bike parking shall be provided pursuant to the Petaluma Bicycle Plan</p>	<p>No loading spaces are required. The project does not propose an off-street loading zone.</p> <p>Provided on-site by way of public racks to meet the bike standard for the commercial square footage, uncovered racks as a bonus, and a bike storage and repair room to enhance the standard residential ability to park in residences.</p>
Section 7 Historic Resource Conservation & Preservation		<p>Existing structure on site to be demolished (circa 1953 simple warehouse) is not a historic resource. (See CEQA Analysis)</p> <p>Existing structure on Copeland Street, not part of the project, will remain (circa 1949 simple warehouse).</p> <p>Existing historic resources in the vicinity (Burns-Farrell house) and potential resource (P&SRR building) are located on the opposite side of Weller Street from the project. The project will not affect the significant visual or historical qualities of those properties. Therefore, Certificate of Appropriateness is not applicable.</p>
<i>Source: Petaluma Station Area Master Plan SmartCode Appendix A</i>		