



OYSTER COVE, PETALUMA, CA – PROJECT DESCRIPTION – Updated

June 17, 2022

## **DEVELOPMENT APPLICATION SUBMITTAL FOR OYSTER COVE**

### **Existing Conditions**

The subject property is an underutilized former industrial site that includes three existing steel buildings. The site is bounded by East D Street to the west and the Heritage Center/Steamer Landing Park to the east, a T5 zoned unused rail spur to the north, the Petaluma River to the south, and by an existing public parking lot/trail zoned Civic Space owned by the City of Petaluma that surrounds the McNear Canal.

The primary vehicular access to the property is from East D Street by way of the Copeland Street extension. The site was historically used as an offloading, processing, and distribution facility for fossilized oyster shells dredged from the San Francisco Bay. The only site improvements existing today are placed along the Petaluma River in the southernmost portions of the site. These improvements include the three existing structures noted above as well as various docks and moorings associated with the site's former use.

The project site is located within the Petaluma City School District (PCS) and Petaluma Joint Union High School District. Per the Petaluma City Schools website, PCS is the district of residence for grades TK-12. McKinley School is the neighborhood school for students in grades TK-6 who reside within the proposed residences. Students in grades seven and eight would attend Petaluma Junior High (PJHS) and students in grades nine through 12 would attend Petaluma High School (PHS).

### **Property Data**

- Site Address: 100 & 310 East D Street, Petaluma, CA, 94952
- APNs: 007-700-003-000, 007-700-006-000 and 007-700-005-000
- Gross Area: 6.01 acres
- Existing Zoning: Urban Center (T-5), River Dependent Industrial District (D3)
- Existing Land Use: Temporary storage and vacant, fenced and no public access

### **Entitlements/Zoning**

The proposed Oyster Cove project is consistent with the Petaluma SmartCode in the areas zoned T-5 and proposes to rezone the area currently designated D3 (River Dependent Industrial) to T-5 to be consistent with the rest of the site. The anticipated entitlements for the project, based on discussions with City Staff, will be a General Plan Amendment and Zoning Map Amendment for approximately 1.8 acres of the 6.1 acre project area, and a Tentative Subdivision/Condominium Map for the entire site. The project is not currently seeking Site Plan & Architectural Review ("SPAR") but will apply for SPAR review and approval at a later date.

When the Petaluma SMARTCode was adopted in July of 2013, the majority of the project site was zoned as Urban Center (T5), as were all adjacent development parcels. At that time, an approximately 1.8 acre portion in the southwest area of the site was left as River Dependent Industrial (D3) since it was still actively used to offload oyster shell at the time. However, the site is no longer suitable for that use and

has lied fallow since 2015. Since that time, the nature of the land use along the Petaluma River and the needs of the community have changed and a River Dependent Industrial use is no longer appropriate for the subject property. Mixed-use, as contemplated in the downtown Specific Plan, with a significant residential component, is now the highest and best use for this location and is consistent with all General Plan Guiding Principles and the Guiding Concepts of the River Access and Enhancement Plan. Examples of the consistency of the proposed changes with the Guiding Principles include:

Principle 1: Maintain a close-knit, neighborly, and family friendly city.

- The proposal emphasizes activities and facilities used on a frequent basis such as retail, maker space, galleries, boat storage, bike lanes, trails, and plazas that will be open and easily accessible to Petaluma residents and better connect downtown, SMART and the adjacent parks.

Principle 4: Enhance the Petaluma River corridor while providing recreation and entertainment opportunities, including through active implementation of the Petaluma River Access and Enhancement Plan.

- The proposed development supports the city's identity as a river town and assimilates the guidance of the Petaluma River and Enhancement Plan, open space, habitat restoration, plus support for riverfront uses, activities, and developments.

Principal 5: Stimulate and increase public access and use of pathways as alternative transportation routes by providing a safe, efficient, and interconnected trail system.

- The proposal will implement an expanded network of interconnected pedestrian and bicycle facilities, most importantly along East D Street and the River, to serve alternative transportation and recreational needs.

Principal 6: Provide for a range of attractive and vibrant transportation alternatives, such as bicycle, pedestrian, rail, and transit.

- The proposal prioritizes alternative modes of transportation, including pedestrian, bicycle, paddling, rail, and bus, all in support of minimizing auto dependency.

Principle 7: Enhance Downtown by preserving its historic character, increasing accessibility and residential opportunities, and ensuring a broad range of business activities.

- The proposed mix and arrangement of uses reinforces downtown's place as the beating heart the City by supporting continued intensification, connections to the river, and improvements in use along a major downtown thoroughfare.

Principle 8: Foster and promote economic diversity and opportunities.

- The proposal anticipates and contributes to the evolution of Petaluma's downtown economy away from river dependent industrial, strengthening the City's economic base, while providing diverse housing options.

Principle 9: Expand retail opportunities to meet resident’s needs and promote the city’s fiscal health, while ensuring that new development is in keeping with Petaluma’s character.

- Expanded retail uses are embedded in the design fronting East D Street, the Oyster Shed building, and the Petaluma River.

Principle 10: Continue efforts to achieve a jobs/housing balance, emphasizing opportunities for residents to work locally.

- Both on-site jobs and on-site affordable housing are an integral part of the proposal.

Principle 11: Foster a sustainable community in which today’s needs do not compromise the ability of the community to meet its future needs. Enhance the built environment, encourage innovation in planning and design, and minimize environmental impacts through implementation of green development standards.

- Oyster Cove will be an all-electric community that exceeds the City’s environmental sustainability standards.

Principle 12: Ensure infrastructure is strengthened and maintained.

- Infrastructure along East D Street, Copeland Street, and on-site will be strengthened and brought up to current city standards.

Principle 14: Encourage cultural, ethnic, and social diversity.

- The proposal supports the City’s diversity by providing a range of housing choices, including ADU’s, integrated affordable housing, and attached compact dwelling units.

Specific amendments to the General Plan are minor and consist of amending Table 1.3-1: Land Use Acreages at Plan Buildout to increase Mixed-Use from 542 to 544 acres and decrease Industrial accordingly from 180 to 178 acres. The General Plan and Zoning Maps will also need to be updated to reflect the change in use on a portion of the site from River Dependent Industrial to Mixed Use and from D-3 to T-5, respectively.

We anticipate that the City of Petaluma (City) will review this Development Application and Tentative Subdivision Map, under the site plan procedures called for in the Petaluma Municipal Code (PMC § 24.010 et seq), in addition to a review to determine that the project complies with State Planning and Zoning Law. A separate application will be submitted for the required Site Plan & Architectural Review (SPAR) process at a later date.

## **PROJECT NARRATIVE (VISION)**

The vision for Oyster Cove is to utilize Smart Growth principles to create an activated, publicly accessible, riverfront destination and a vibrant mixed-use/residential neighborhood.

## **Range of Housing Opportunities and Affordable/Inclusionary Housing**

The parcel has a unique landform, like a horseshoe, that lends itself to a series of compact buildings, as opposed to a few large structures. Buildings will be oriented to East D Street, the Petaluma River, McNear Canal, and pockets of open space (paseos). This arrangement allows for a relaxed pedestrian experience along the major public amenities that avoid vehicle conflicts and offers a measure of built-in security for walkers.

The Oyster Cove neighborhood is designed to accommodate a variety of residential unit sizes, floor plans and intermixed building types. The site plan will create a total of 21 new, 3-4 story, condominium buildings with between 5 to 8 attached units per building, for a total of 132 residential homes.

There are 11 three to four-story live/work units with living space above ground floor non-residential uses. The ground floors can accommodate different sizes of workspace depending on user needs and market conditions. These units could be up to approximately 2,100 square feet inclusive of the workspace.

The balance of the site will have 121 attached residential homes ranging in size from approximately 1,345 up to 1,995 square feet with 2 to 3 bedrooms plus a home office that is convertible to an additional bedroom. All units are anticipated to have 2.0 to 3.5 baths. The homes will be three-story with some having an optional roof deck (fire department permitting). Each will have private outdoor open space in the form of either a patio, balcony, or roof terrace and a one- or two-car garage depending on the unit design and tenure.

The Oyster Cove plan proposes to integrate affordable housing throughout the neighborhood. The City's 15% BMR requirement (7.5% Low and 7.5% Moderate) will be peppered throughout all 132 units. Affordable units may have a one-car garage option as a trade-off for additional living space. Also, we are in early discussions with the Sonoma Housing and Land Trust to administer the affordable program and keep the units affordable in perpetuity.

Up to 12 ground floor Accessory Dwelling Units (ADU), ranging in size from approximately 300 to 450 square feet, will be optioned within the unrestricted townhomes to provide for additional housing choices and affordability. Units with an ADU will be restricted to one parking space. No dedicated parking will be provided for ADU units.

### **Mixed-Use and Adaptive Reuse**

The Oyster Cove neighborhood embraces the Smart Growth principle of mixing land uses. It integrates the requirement for shopfronts along D Street by lining this frontage with live/work units. Anticipated ground floor uses include a mix of maker spaces, galleries, and retail. This same building type wraps the southwest corner of the site, facing the Oyster Shed building and Class I multi-use path. The Oyster Shed building is currently planned for a boathouse (6,000sf), covered public plaza (1,500sf), commercial use (1,500sf) and an outdoor dining patio on the structure's southeast side. As part of this adaptive reuse, water access to the Petaluma River will be gained through the open plaza area. Taken together, all these shared amenities activate and enliven what we anticipate will be the most heavily trafficked and visible areas of the site.

## Site Constraints

The Oyster Cove neighborhood seeks to maximize the benefits and minimize the downsides of new development for downtown residents, merchants and for the community at large. However, there are inherent constraints on the site that limit the level of density that is feasible.

**Emergency access:** Foremost among these are the need to provide the necessary access for emergency vehicles. The neighborhood is designed to provide the requisite widths for fire truck access to all units and building heights are limited to three stories/30 feet to provide ladder access to every building when the clear alley width is less than 30 feet.

**Site Geometry:** The shape of the site also limits feasible density in that it's unusual U-shaped geometry and significant setbacks from the river result in a highly dimensionally constrained buildable area that does not provide the necessary widths and clearances for multi-family residential buildings.

**Soil conditions:** Finally, soil conditions on the site, which include compressible silts and clays, also limit building heights to relatively lightweight buildings of approximately 3-4 stories since building higher would require unfeasibly complex and expensive building foundations.

## Public Benefits

The project proposes to fund and build significant public improvements that will benefit the broader Petaluma community, including:

- A new multi-use trail along the Petaluma River
- A new multi-use path with a dedicated bike lane and retail along East D Street
- 20 new affordable housing units built on-site
- A new signalized intersection at East D Street and Copeland,
- A new off-site parking dedicated to Steamer Landing Park and the Heritage Center
- The renovation and adaptive reuse of the Oyster Shed building as an amenity that acts as an entry/draw for the Petaluma River Park and increases public access to the river
- Additional public transit users within walking distant to the Transit stations
- East D Street activation with shopfronts
- Improved access to the Steamer Landing and Petaluma River Parks

## Mobility Choices

For most of us there is a relationship between trip length and the mode we use for transportation. Shorter trips can be taken on foot, skates, or scooter. Intermediate trips favor bikes, shuttles, buses, or ride-hailing. Longer commutes may require commuter rail or personal vehicles. Our objective is to discourage single occupancy vehicle use by accommodating all modes and educating residents about their options.

To this end, Oyster Cove incorporates a meaningful pedestrian and bike network. A new 10-foot-wide Class I multi-use path along the Petaluma River is proposed as a complement to the existing Class I path along the McNear Canal. The new path will provide a gateway, just over the drawbridge on D Street, to Steamer Landing and Petaluma River Parks. Sidewalks that crisscross the site connect the two paths

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together and facilitate convenient pedestrian links between proposed development and D Street. A new Class IV bike lane along D-Street will encourage cycling as will bike friendly alleys within the site.

Beyond the project's boundary, its' location encourages residents and visitors to use their feet and other short-range modes. Oyster Cove is within easy walking distance of Petaluma's Historic Downtown, Theater, and Warehouse Districts, directly adjacent to Steamer Landing Park, and less than 1,000 feet from Petaluma River Park. It is also within a half-mile of neighborhood serving commercial uses on E. Washington Street, including groceries. The Sonoma Marin Rapid Transit ("SMART") Petaluma Downtown Station is 500 feet from the site, offering users convenient commuter rail access. Primary bus service (Route 10, 11, & 24) is 250 feet away along the Petaluma Transit Mall. Secondary bus stops are 200 feet away on D Street (Route 10 & 24).

Vehicular ingress/egress to the site is via the Copeland Street extension. There are no internal streets needed or proposed. A 20 to 26-foot-wide alley network with minimum 4-foot driveway aprons will provide the means of approach for fire apparatus, service trucks, and residential vehicles. Internalizing vehicle circulation allows for uninterrupted pedestrian enjoyment of the waterfront. Space for the trash, recycling, and green bins will be provided in each garage. The bins will be staged in the alleys on trash pick-up days.

### **Parking**

The Copeland Street extension will accommodate its' current number of 8 on-street parking spaces. However, there is no existing on-street parking internal proposed for the project as there are no internal streets, only alleys.

A limited number of retail/visitor parking spaces will be accessed from the alley network as will a small new off-site parking lot for the Heritage Center. The project as proposed has a total of between 224 and 253 covered parking spaces in garages. Approximately half the units in live/work buildings will be limited to one garage space, other units may have a one-car garage option as a trade-off for additional living space, units w/ADUs will be limited to one garage space, and ADUs will have no dedicated parking. There are an additional 19 parking spaces that will be provided for visitors and the commercial uses for a total parking count of between 243 and 272 spaces.

### **Visitability Ordinance**

The project will meet the requirements set forth in Ordinance No. 2802 N.C.S. as approved by the City Council on February 28, 2022. Proposed site grading and Primary Entrance elevations anticipate the need for a minimum of 30% of the units to meet the standards set forth in that ordinance. While detailed unit floor plans have not yet been developed, meeting the "visitability" requirements within the proposed unit footprints will be easily achievable.

### **Open Space, Art, and Restoration of the Riverfront**

The project includes restoration of the riverbank with an appropriate low water use plant palette (see also Landscape Narrative). The objective is to create a native landscape feel from the river to the building edge and throughout the site. We also plan to keep many of the existing wild rose bushes along

the McNear Canal frontage. To create a seamless environment, plant palettes will be coordinated with Friends of the River and Petaluma River Parks.

The new riverfront trail and open space within and adjacent to the State Lands Public Trust Easement Parcel is the project's principal outdoor/shared amenity. We hope to preserve existing nautical artifacts in and along the river as a nod to the site's history and a way to animate the user experience. Smaller secondary open spaces such as paseos, pocket greens, and bioretention areas are scattered throughout the site plan. Given the proximity to Steamer Landing and Petaluma River Parks, no synthetic park space is planned on-site.

The project will feature art that weaves the story of the site's history into the fabric of the project by reclaiming and repurposing industrial marine artifacts from the Oyster Cove operations and incorporating material elements and treatments that speak to the natural context of the project location.

### **Architecture General Character**

As mentioned above, the site was historically used as an offloading, processing, and distribution facility for fossilized oyster shells. Per the Central Petaluma Specific Plan, Appendix B: Architectural Guidelines, the recommended design approach is as follows -- "redevelopment and infill in this area should adopt the existing patterns of simple building forms, industrial materials, and utilitarian detailing." This guidance has been adopted in the project's architectural approach to foster a unique local sense of place, as can be seen in the prototypical conceptual building elevations. Potential fourth floors along D Street and roof terraces peppered throughout the site will add an additional layer of complexity and scale. Shopfronts will differentiate the live/work buildings with a vibrant urban frontage.

The overall approach to architecture means each point in the plan will have its own unique setting and feel. A complete architectural submission will be made at a later date as part of the City's SPAR process.

### **Environmental Sustainability**

#### **Green Building**

The City has adopted CalGreen Tier 1 as their baseline which adds additional requirements beyond the State's mandatory measures. Oyster Cove will meet or exceed all requirements for CalGreen Tier 1, including:

#### Topsoil protection

- 20% permeable paving
- Cool roofs
- Electric vehicle charging
- Energy efficiency
- Water efficiency and conservation
- Material conservation and resource efficiency
- Environmental quality



Oyster Cove's environmental sustainability measures in addition to CalGreen Tier 1 will include:

- Recycling of existing metal buildings and other reusable materials
- 100% electric utilities
- 100% permeable paving for alleys, pathways, and plazas
- Low water use/maintenance landscaping
- EV charging stations in each garage
- Bike racks in each garage
- Dedicated on-site parking space for car-share parking
- Above ample space for visitor bike parking (see Illustrative Plan)
- Energy efficiency and mobility education for residents

### **Sea Level Rise**

The project is designed to provide long term protection from sea level rise for the proposed buildings. The sea level rise strategy for the project is outlined as follows:

- The site design and proposed elevations for Oyster Cove are aligned with the SLR Planning and In-Place Protection solutions discussed in the City of Petaluma's General Plan Updated – Sea Level Rise & Climate Change White Paper.
- The project has studied the potential risks associated with the various SLR scenarios that are advised to be evaluated in the State of California's Sea Level Rise Guidance.
- The project is utilizing a SLR scenario based upon the 2100 Medium-High Risk Aversion model with 6.6' of Sea Level Rise with Mean Higher High Water and 100-year Storm Surge conditions.
- The project utilized the Our Coast, Our Future (OCOF) Viewer to establish the minimum elevation for the future buildings to be at or above the future water surface elevation and avoid inundation estimated in the 2100 SLR Scenario w/ 100-year storm surge. This minimum elevation is 14'.
- All proposed buildings will have a ground floor elevation of 14' or higher to provide end of century protection against future sea level rise.
- The trail system around the perimeter of the site will be designed with capacity to allow for future adaptive measures, such as raising the trail, construction of floodwalls, etc. to provide the ability to adapt in the future and protect the site if sea level rise exceeds current 2100 projections.
- The final building design of the Oyster Shed will meet the City's requirements for the renovation of existing structures within flood zones.

### **Community Engagement**

Community engagement began in 2021 with stakeholder meetings and is ongoing. The first public presentation was made through the Know Before You Grow organization in February 2022. Feedback has helped shape the proposed plan. We anticipate continuing public outreach during the application process. A partial list of the stakeholders that we have met with includes:

- Friends of the Petaluma River
- Petaluma River Park Board



- Petaluma Small Craft Center
- Sonoma County Housing/Land Trust
- Project Sponsor Neighborhood Meeting June 8, 2022 (Zoom)
- City of Petaluma Staff and Development Review Committee: Planning, Long Range Planning, Public Works, Fire, Building, Engineering, Police, Economic Development

## Warrants

Warrants referenced under the “Requested Warrants” column below and in the associated notes may be required as part of this approval. These warrants are consistent with the SmartCode’s intent to ensure building harmony and to achieve the City’s goal of orderly and aesthetically pleasing development. They will also facilitate greater density than direct compliance with the SmartCode would allow on this complex site. Without these warrants, if required, the project would be considerably less dense, which would both render the project economically infeasible and would not achieve a density of development we believe is desirable at a location that is in proximity to Petaluma’s downtown, SMART station, etc.

A warrant for the removal of the “loop road” surrounding the McNear Canal is requested and required as part of the project approvals. This warrant is central to a primary goal of the Oyster Cove project, which is to maximize the utility and usability of the waterfront for pedestrians and cyclists. In order to facilitate this, the project accommodates vehicular traffic away from the water to maximum extent feasible, including the elimination of the “loop road” contemplated in the SMARTCode. Elimination of the “loop road” will also have the added benefit of reducing the overall impervious surface adjacent to the Petaluma River. A Traffic Impact Study was prepared and submitted as part of the project application to determine potential vehicle miles traveled (VMT) impacts and intersection level of service (LOS) deficiencies of the proposed project on the adjacent roadway network. This study indicates that the project results in a less than significant VMT impact on the surrounding roadway network without the “loop road” contemplated in the SMARTCode.

T-5 Urban Center (Per Table 4.10 - Urban Standards Table 2013 SmartCode)				
Topic	Requirement	Requested Warrants	Proposed	Compliant Y/N
Lot Area:	None		NA	Y
Lot Coverage:	None		NA	Y

Setbacks — Principal Bldg: Front Side Rear — No alley Rear — Alley	0' min./10' max 0' min./10' max 5' min. 0' min.		N/A	Y
Setbacks — Outbuilding Front Side Rear — No Alley Rear — Alley	40' 0' min. 5' min. 0' min.		N/A N/A N/A N/A	N/A N/A N/A N/A
Building Height: Principal Building Outbuilding	4 stories max/2 stories min. 2 stories max.		3 & 4 Stories N/A	Y N/A
Ground Floor Ceiling Height Residential Uses (excluding Live/Work) All other uses	10' min. 14' min.	TBD TBD	9' min. 9' min.	Note * Note *
Ground Floor Space Depth Primary Frontage Secondary Frontage	30' min. 30' min.	TBD TBD	See note See note	Note ** Note **
Parking Location First Layer Second Layer	Prohibited Prohibited	TBD	Y Encroaching	Note ***
Parking Requirements Residential (including Live/Work) Commercial	1 space/market rate .5 space/affordable 2 spaces/1,000 sf		1 – 2 space/unit 1 – 2 spaces/unit 2/1,000 sf	Y Y Y
Townhouse Standards Per 4.80.100 2013 SmartCode				
Topic	Requirement	Approved Warrants	Proposed Project	Compliant YIN
Lot Size: Min. Width Min. Depth	18' min. 80' min.	TBD TBD	16' min. 36' min.	Note**** Note****
Number of Units	3 min.; 8 max.		5 min.; 8 max.	Y

Main Body Width	18' min.; 36' max.	TBD	16' min.; 34' max.	Note****
Accessory Structure(s) Max. Width Max. Depth	24' max. 30' max.		N/A N/A	N/A N/A
Private Frontages Stoop Porch Terrace	Permitted Permitted Required (D Street)		Y Optional Live/Work units	Y Y Y
Private Open Space Width Depth Area	8' min. 8' min. 100 sf min.	TBD TBD TBD	N/A N/A N/A	Note ***** Note ***** Note *****
Civic Space Pocket plaza	Permitted		Oyster Shed outdoor plaza	Y

**Notes:**

\* A ceiling height lower than 10 feet is proposed on the first floor to meet Appendix D of the California Fire Code. If a warrant is required, then a warrant is requested.

\*\* Ground Floor Space Depth of live/work spaces vary and townhouses with a tandem garage do not have 30 feet of non-garage ground floor space depth. If a warrant is required, then a warrant is requested.

\*\*\* Townhouse parking in compact units encroaches into the 20 foot second layer, but will not be visible from the front of units. If a warrant is required, then a warrant is requested.

\*\*\*\* Proposed units are more narrow and not as deep (generally smaller) than anticipated in the SmartCode. If a warrant is required, then a warrant is requested.

\*\*\*\*\* Related to the Private Open Space standard, townhouses do not include a private rear yard as depicted in the SmartCode. If a warrant is required, then a warrant is requested.

**SmartCode Building Types for T-5 Zone**

Allowed building types include townhouse, apartment house, courtyard building, main street building, and mid-rise.

## **CIVIL NARRATIVE**

### **Vehicular Ingress & Egress**

To maximize public enjoyment of and access to this unique site, the project proposes to reorganize the existing circulation pattern such that vehicular traffic is relocated away from the waterfront and to the interior of the site, freeing up the entire waterfront to be enjoyed by pedestrians and cyclists. Homes will have vehicular access from the interior of the site. To realize this goal, the project proposes eliminating the loop road surrounding the McNear Channel that is contemplated in the Smart Code and dedicating that waterfront space to pedestrians. The internal drive aisle alleys will be accessed from Copeland Street, which will also be reconstructed with sidewalks to provide additional pedestrian and vehicular connections to D Street and the waterfront trail.

Redundant fire/service access for the Heritage Center, Steamer Landing Park, and Petaluma River Park will be provided by the proposed network of 26-foot-wide alleys within the project. The internal alleys will also be designed to accommodate fire and emergency access to the proposed buildings.

The D Street frontage will be rebuilt and reimagined as a lively urban environment. The public realm will be widened to provide a northbound Class IV bike lane, wider sidewalk, and elevated terrace. The terrace and buildings will be raised above the public sidewalk to delineate the public and private areas as well as to provide elevated areas that are protected from the projected future Sea level Rise.

### **Pedestrian and Bike Ingress & Egress**

Another key element of this plan will be a continuous Class I multi-use hike and bike trail connecting East D Street on the western edge of the site and along the Petaluma River waterfront connecting to the eastern parks. This publicly accessible facility will provide a pleasant connection between downtown and the parks, with views of the river. The biking experience along D Street will also be enhanced with the installation of a protected bike lane along the project frontage.

### **Parking**

The Copeland Street extension will accommodate its' current number of 8 on-street parking spaces. However, there is no existing on-street parking internal to the project as there are no internal streets.

A limited number of retail/visitor parking spaces will be accessed from the alley network as will a small new off-site parking lot for the Heritage Center. The project as proposed has a total of between 224 and 253 covered parking spaces in garages. Approximately half the units in live/work buildings will be limited to one garage space, other units may have a one-car garage option as a trade-off for additional living space, units w/ADUs will be limited to one garage space, and ADUs will have no dedicated parking. There are an additional 19 parking spaces that will be provided for visitors and the commercial uses for a total parking count of between 243 and 272 spaces.

An offsite parking lot with 10 spaces for the Heritage Center and Steamer Landing Park on their property is proposed.

## **Utilities**

The project will connect to existing utilities within D Street and Hopper Street along the project frontages. Each utility system is further described below.

## **Water Distribution**

The City of Petaluma owns and operates existing water mains in D Street that range in size from 8" to 12" in diameter. There is also an existing 8" water main extending through the project site along the Copeland Street corridor and along portions of the McNear Canal Trail. The proposed project will connect to these existing water mains and extend a new network of water distribution mains throughout the proposed drive aisles within the project site. The proposed mains will be 8" in diameter and provide domestic and fire services to each proposed building. Fire hydrants will also be installed throughout the project site in accordance with the CA Fire Code and Petaluma Fire Department requirements.

## **Sewer**

The City of Petaluma owns and operates existing sanitary sewer pipelines ranging in size from 12" to 27" in diameter in D Street. These pipelines flow from south to north and connect to trunk mains in Lakeville Street that convey sanitary flows to the southeast and into Hopper Street, continuing to the southeast, where eventually the trunk mains connect to the City of Petaluma's Ellis Water Recycling Facility for treatment and reuse.

The project will connect to the existing trunk mains in Hopper Street at the northeast corner of the project site. This location has been selected to avoid potential impacts to the existing pipelines in D Street that have limited available capacity. A system of collection pipelines, ranging in size from 6 – 8" in diameter, will be installed throughout the project's drive aisles to collect wastewater from each of the proposed buildings. The system of pipelines will flow by gravity.

## **Stormwater**

The project site has limited existing stormwater infrastructure. The stormwater runoff from the majority of the site sheet flows overland to the surrounding areas, including Petaluma River, McNear Canal, D Street and the rail corridor. There is a small system of existing drainage inlets, pipelines and an outfall on the southern portion of the project site that discharges runoff from these portions of the site to the Petaluma River.

The project will construct a new system of stormwater management facilities. This will include stormwater water treatment basins that will bio-filtrate and treat runoff from the project proposed surfaces prior to discharge into the Petaluma River and McNear Canal. The runoff will be conveyed from the treatment basins, through a network of new storm drain pipelines ranging in size from 12" to 18" in diameter, to either a new outfall to the Petaluma River for the southern portion of the project site or another new outfall to McNear Canal for the northern portion of the site. The proposed stormwater management facilities will be designed to comply with current stormwater regulations.

### **Dry Utilities (100 % electric)**

The proposed is proposed to be 100% electric. A proposed electrical system, including conduits, wires, above-ground transformers and other miscellaneous vaults, will connect to the existing facilities on D Street and extend throughout the project site.

The electrical system will be installed in a joint trench that will also include conduits and sub-structure for other dry utilities, including telecommunications, cable, fiber and private street lighting. The joint trench will be extended through the project drive aisles in order to provide dry utility services to each proposed building.

### **Flood Plain**

Nearly the entirety of the project site is outside the current 100-year floodplain, as reflected on FEMA's Flood Insurance Rate Map No 06097C0982G, dated December 2, 2015. The only area within the project site that is within the current 100-year floodplain is the existing building in the southwest corner of the project site, which was situated lower in elevation to facilitate its prior use and access to the water for the oyster harvesting process. The 100-year floodplain elevation is elevation 10' (NAVD88). The site elevations range from 10.5' to 15.3' (NAVD88) and are above the current 100-year floodplain elevation. The existing ground floor of the existing building in the southwest corner of the project site is approximately elevation 9.5' (NAVD88). As described below, the project site proposed elevations will be raised to provide additional flood protection from future sea level rise projected to occur by 2100.

### **Sea Level Rise**

The project is designed to provide long term protection from sea level rise for the proposed buildings. The sea level rise strategy for the project is outlined as follows:

- The site design and proposed elevations for Oyster Cove are aligned with the SLR Planning and In-Place Protection solutions discussed in the City of Petaluma's General Plan Updated – Sea Level Rise & Climate Change White Paper.
- The project has studied the potential risks associated with the various SLR scenarios that are advised to be evaluated in the State of California's Sea Level Rise Guidance.
- The project is utilizing a SLR scenario based upon the 2100 Medium-High Risk Aversion model with 6.6' of Sea Level Rise with Mean Higher High Water and 100-year Storm Surge conditions.
- The project utilized the Our Coast, Our Future (OCOF) Viewer to establish the minimum elevation for the future buildings to be at or above the future water surface elevation and avoid inundation estimated in the 2100 SLR Scenario w/ 100-year storm surge. This minimum elevation is 14'.
- All proposed buildings will have a ground floor elevation of 14' or higher to provide end of century protection against future sea level rise.

- The trail system around the perimeter of the site will be designed with capacity to allow for future adaptive measures, such as raising the trail, construction of floodwalls, etc. to provide the ability to adapt in the future and protect the site if sea level rise exceeds current 2100 projections.
- The Final Building design of the existing building to remain will meet the City's requirements for the renovation of existing buildings within flood zones.

### **Grading**

As described above, the proposed site grading will include raising elevations such that all buildings are at or above the estimated sea level at the end of the century with 100-year storm surge, elevation 14'.

### **Waste Management Plan**

Each home is responsible for collecting their waste and recycling. Individual cans will be stored within the garages of each unit. The trash and recycling cans will be staged in the ally(s) during collection days as needed to provide service once per week. The development team will coordinate with Recology Sonoma to further refine the Waste Management Plan prior to Building Permit issuance.

### **LANDSCAPE NARRATIVE**

An overview of the common area consists of a network of walks from the raised Plaza along D Street, weaving throughout the development and connecting to Steamer Landing Park and the River Walk Park Trail, and looping back along a new Petaluma River trail to the Oyster Shed building.

The D street frontage is designed as a bi-level space separated by a raised central planter. The lower plaza provides multi-use access for bicycles and commuters to walk to the local SMART station, while the raised portion of the plaza, with access by multiple staircases and a ramp at the Copeland Street corner, provides access to the live-work residences. The raised planter provides ample public seating as well as decorative plantings to create a more intimate setting for the retail businesses behind. Streetlights, tree wells with large canopy trees run along the frontage of the D Street. Colored concrete will be utilized to enhance the front walk experience. All design elements and dimensions of D street frontage are intended to follow Petaluma SmartCode Amendments and City Design Guidelines.

Overall planting scheme of the project remains natural and aims to complement the existing context. Drought tolerant shrubs and trees in mixture of colors and textures are selected to add seasonal interest. More formal shrubs will occur at the foundations of the buildings, and then transition out to a more native and natural landscape. All proposed plants are selected to be low-maintenance, fire as well as flood-resistant, and drought tolerant. Proposed planting along the riverbank will be mainly trailing groundcovers, perennials, and flowering shrubs. The stormwater treatment areas will have bio-filtration appropriate plantings of native rushes, sedges, and grasses, and all proposed landscape will be irrigated by water-conserving drip methods.



Plazas and Paseo walks are proposed to link the common areas. A new section of the Petaluma River Trail connects the existing trail and will provide the connection back to the sidewalk at D Street. This multi-use trail connection will be permeable concrete and will be coordinated with The Friends of the Petaluma River. The plaza at the revitalized Oyster Shed building consists of enhanced paving, tree wells with shade trees, decorative planters, and outdoor table and chairs to accommodate potential café use. Paseo walks between buildings are designed to be more passive recreational spaces with ornamental planting, accent landscape boulders, and bench seating areas.

Onsite amenities are selected to compliment the proposed industrial style and colors of the architecture. Streamlined LED lights, easily accessible cluster mailboxes, and durable metal benches, bike racks and trash receptacles will be located throughout the site. No fencing is proposed for this project, helping to integrate the development into its natural surroundings.

## **SITE MAINTENANCE/HOMEOWNERS ASSOCIATION**

An Oyster Cove Homeowners/Condominium Association will be established to own and maintain the Alleys/Trails/Sidewalks, Bio-retention areas, Landscaping, Lighting, etc. within the project area boundary. The Draft HOA and CC&R's will be prepared and submitted to the City for review at the time of the Final Map and Site Improvement Plans are being reviewed by the City.

## **CONCLUSION**

We believe this underutilized industrial site can be transformed into an authentic Petaluma place that leverages mobility options, provides much needed housing in the downtown area of Petaluma and activates the waterfront in new and exciting ways.

## **OYSTER COVE - TECHNICAL & ENVIRONMENTAL REPORTS**

The following technical studies and environmental reports have been prepared by Kimely-Horn Associates (KHA) or qualified subconsultants (as listed):

- i. Transportation Impact Study (KHA – March 2022)
- ii. Air Quality Assessment (KHA – March 2022)
- iii. Biological Resource Analysis (WRA Environmental Consultants – March 2022)
- iv. Archeological Survey Report (Pacific Legacy – March 2022)
- v. Historic Resources Evaluation Report (Pacific Legacy – March 2022)
- vi. Greenhouse Gas Emission Assessment (KHA – March 2022)
- vii. Noise (KHA – March 2022)
- viii. Geotechnical Exploration (Engeo – July 2021)
- ix. Environmental Phase I (Engeo - 2018)
- x. Preliminary Title Report (First American Title – February 2022)