

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, 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, Zoning Map Amendment, and a Tentative Subdivision Map.

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 is to integrate Smart Growth principles to create an activated riverfront destination and a unique 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 versus a few large structures. Buildings will be oriented to D Street, the Petaluma River, McNear Canal, and pockets of open space (paseos). This arrangement allows for a relaxed pedestrian experience along the major amenities that avoid vehicle conflicts and offers a measure of built-in security for walkers.

The site is designed for a variety of residential unit sizes, floor plans and intermixed building types. The project will create a total of 21 new condominium buildings (3-4 story) with mostly between 5 to 8 attached units per building for a total of 132 residential units.

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 units ranging in size from up to 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 project 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 project 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, covered public plaza, and food & beverage use 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.

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 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 900 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. A limited number of retail/visitor parking spaces will also be accessed from the alley network as will a small new off-site parking lot for the Heritage Center (see also Civil Narrative). Redundant fire/service access for the Heritage Center, Steamer Landing Park, and Petaluma River Park will be accommodated along one of the 26-foot-wide alleys. The lack of long straight cartways makes traffic calming measures unnecessary.

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 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 sites 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.

We are proposing an architecture of materiality composed of stucco, metal, and concrete (as is highlighted in the Specific Plan) with wood accents added for warmth. This authentic palette is applied in different ways to the various buildings to create a neighborly versus monolithic or project feel. Encouraged fourth floors along D Street and roof terraces peppered throughout the site (fire department permitting) will add an additional layer of complexity and scale. Shopfronts will differentiate the live/work buildings by projecting an activated urban vibe.

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

The City has adopted CalGreen Tier 1 as their baseline which adds additional requirements beyond the State’s mandatory measures. Oyster Cove’s environmental sustainability measures in addition to CalGreen Tier 1 will include:

- Recycle existing metal buildings and other reusable materials
- 100% electric utilities
- 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
- Energy efficiency and mobility education for residents

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
- 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 are required as part of this approval. A warrant for the removal of the “loop road” surrounding the McNear Canal is also requested. 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.

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.	Y Y	9' min. 9' min.	Note * Note *
Ground Floor Space Depth Primary Frontage Secondary Frontage	30' min. 30' min.	Y Y	See note See note	Note ** Note **
Parking Location First Layer Second Layer	Prohibited Prohibited	Y	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	18' min.	Y	16' min.	Note****
Min. Depth	80' min.	Y	36' min.	Note****
Number of Units	3 min.; 8 max.		5 min.; 8 max.	Y
Main Body				
Width	18' min.; 36' max.	Y	16' min.; 34' max.	Note****
Accessory Structure(s)				
Max. Width	24' max.		N/A	N/A
Max. Depth	30' max.		N/A	N/A
Private Frontages				
Stoop	Permitted		Y	Y
Porch	Permitted		Optional	Y
Terrace	Required (D Street)		Live/Work units	Y
Private Open Space				
Width	8' min.	Y	N/A	Note *****
Depth	8' min.	Y	N/A	Note *****
Area	100 sf min.	Y	N/A	Note *****
Civic Space				
Pocket plaza	Permitted		Oyster Shed outdoor plaza	Y

Notes:

* A warrant is requested to meet this standard. A ceiling height lower than 10 feet is proposed on the first floor to meet Appendix D of the California Fire Code.

** It is unclear how Ground Floor Space Depth applies to live/work and townhouses, but the depth of live/work spaces vary and townhouses with a tandem garage do not have 30 feet of non-residential ground floor space.

*** Townhouse parking in compact units encroaches into the 20 foot second layer, but will not be visible from the front of units.

**** Proposed units are more narrow and not as deep (generally smaller) than anticipated in the SmartCode.

***** A warrant is requested to meet the Private Open Space standard. Townhouses do not include a private rear yard as depicted in the SmartCode.

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 existing building in the southwest corner of the project site will be adaptively reused and the ground floor elevation of the structure will be raised to elevation 14' with transitions (stairs and ramps) to the existing shoreline elevations along the southern edge of the building.

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)