

FINAL

DEVELOPMENT ADVISORY COMMITTEE REPORT

January 31, 2007

Revised: May 1, 2007

DETURK WINERY VILLAGE

Project Description

Rezone to the R-3-18-H District and subdivide a 3 acre site for the purpose of constructing 73 residential units (36 single-family townhouses and 37 condominiums). Project includes the following applications: Rezoning, Density Increase, Tentative Map, Landmark Alteration Permit and Design Review.

LOCATION 8 West 9th Avenue &
 806 Donahue Street

APN 010-091-001 & 010-091-007

GENERAL PLAN LAND USE Residential, Medium Density

ZONE CLASSIFICATION
 EXISTING IG-H
 PROPOSED R-3-18-H

APPLICANT ENGINEER Civil Design Consultants, Inc.
 c/o Andy Bordessa
 ADDRESS 2200 Range Ave., Ste 204
 Santa Rosa, CA. 95403

OWNER Railroad Square Village LLC c/o
 Richard Deringer
 ADDRESS P.O. Box 706
 Tiburon, CA 94920

FILE NUMBER MJP06-017

PROJECT PLANNER Clare Hartman *Clare*

PROJECT ENGINEER Steve Allen *SA*

Background

The DeTurk Winery Village project is a 73 unit residential townhouse and condominium development which will encompass a 3.01 acre site bordered by the SMART railroad right of way, West 8th and 9th Streets and Donahue Street. The project involves new construction as well as the retention, restoration and adaptation of the existing Historic DeTurk Winery Building for residential use, as well as the existing historic exterior brick walls located along Donahue Street and the SMART Railroad right of way.

The project requires the following applications for its various entitlements:

Rezoning the 3.01 acre site from the IG-H (General Industrial – Historic Combining) District to the R-3-18-H (Multi-Family Residential – Historic Combining) District to bring the site into compliance with the General Plan land use designation of Residential Medium Density (8-18 units per acre).

Density Increase to allow for 19 bonus units beyond the otherwise permissible 54 base units (18 units over 3.01 acres) thereby representing a density increase of 35 %.

Tentative Map to subdivide a 3.01 acre site (two existing parcels) into 36 multi-family residential townhouse lots, 37 condominium air-space units, and one common area.

A *Major Landmark Alteration Permit* is required for major new construction on a site located within the West End Preservation District and for the restoration and alteration of the existing historic winery building and historic brick perimeter walls, and for the demolition of the structures on the site not proposed to remain as part of the project.

Preliminary and Final Design Review is required for major new construction of multi-family attached residential housing as well as for height in a Historic Combining District is excess of 2 stories and 35 feet. Preliminary Design Review will require joint review and a consensus between the Cultural Heritage Board and the Design Review Board. Final Design Review is conducted by the Design Review Board only.

An Initial Study was completed in compliance with the California Environmental Quality Act (CEQA). The Initial Study was completed on January 19, 2007, resulting in a Mitigated Negative Declaration. An addendum to the Initial Study was prepared on January 29, 2007, to reflect a reduction of units from 80 to the 73 proposed. A Response to Comments was prepared on March 8, 2007. On March 8, 2007, the Planning Commission adopted the Mitigated Negative Declaration in its entirety.

The following conditions of approval apply to the overall project, but are primarily related to the Tentative Map and Density Increase. Additional review and conditions will be applied by review boards when the other entitlements such as Landmark Alteration and Design Review are finalized.

Conditions of Approval

- I. Developer's engineer shall obtain the current city Design and Construction Standards and the Community Development Department's Standard Conditions of Approval dated March 1, 2004 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on Tentative Map plans stamped received May 1, 2007.

Planning Conditions

- 1. The applicant has requested the following Growth Management Allotments:

| | | | | | |
|----------------|------|------|------|------|------|
| RESERVE "A" | | | 73 | | |
| RESERVE "B" | | | | | |
| | 2006 | 2007 | 2008 | 2009 | 2010 |

- 2. The applicant shall provide as part of the development, six (6) Density Increase Units, which shall be one-bedroom rental units affordable to very-low-income tenants as defined by Section 50105 of the California Health and Safety Code.
- 3. The Density Increase Units shall be income restricted for a term of 55 years and the City's Redevelopment Agency shall have rights of enforcement, pursuant to State Redevelopment Law (California Health and Safety Code Section 33413).
- 4. The Density Increase Units shall be the subject of a Density Increase Agreement to be executed and recorded concurrently with the Final Map for the development.

5. All Density Increase requirements (number and location of Density Increase Units, affordability level, and term of affordability) shall be included on the supplemental information sheet of the Final Map.
6. The specific location of the six (6) Density Increase Units shall be clearly designated on the Final Map.
7. Per the City's Residential Density Bonus Ordinance, the Density Increase Units shall be made available for occupancy not later than the time at which the first non-targeted dwelling unit of the housing development is available for occupancy.
8. The City recognizes the unique limitations on dispersing the on-site Density Increase Units among the market rate units in the same housing development, therefore the proposed dispersal per the Tentative Map is deemed acceptable.
9. The exterior of any Density Increase Units shall be substantially similar in design and appearance to the market rate units.
10. The City recognizes and supports the zoning variance concession for a reduced setback (specifically a zero-foot setback) that is required as part of the Density Increase and provision of affordable housing as part of the development.
11. Project shall receive Final Design Review approval prior to the issuance of a grading or building permit.
12. Construction hours shall be limited to 7 a.m. to 7 p.m. on non-holiday weekdays and Saturdays with no work on Sundays.
13. The project shall comply with mitigation measures included in the Initial Study and Mitigation Monitoring Program dated January 19, 2007, including Mitigation Measure Haz-5 as noted in the Response to Comments dated March 8, 2007.
14. If during any earth disturbing activities concentrations of prehistoric or archeological resources are encountered, work must stop immediately and an archaeologist should be contacted to evaluate the finds and make further recommendations at that time.

Engineering Conditions

PARCEL AND EASEMENT DEDICATION

1. A minimum 20 foot wide public emergency vehicle access easement shall be dedicated to the City of Santa Rosa centered on the alignment of the fire access.
2. The final map shall show private sanitary sewer, waterline, and storm drain easements over the common lot in favor of lots 1 through 80.

PUBLIC STREET IMPROVEMENTS

3. Ninth Street shall be dedicated as an Avenue along the entire project frontage. Half width street improvements shall consist of a travel lane, with a parking lane, and a planter strip, with a sidewalk. See the Standard Conditions of Approval for dimensions.
4. Eighth Street shall be dedicated and reconstructed as a Minor Street along the entire project frontage. Half width street improvements shall consist of a travel lane, with a parking lane, and a planter strip, with a sidewalk. The planter strip shall be the maximum width possible with existing building, a 5 feet sidewalk, and existing curb face location as constraints. See the Standard Conditions of Approval for all other dimensions.
5. Donahue Street shall be dedicated and improved (sidewalk and tree wells) and reconstructed (failed paving) as a Main Street along the entire project frontage. Half width street improvements shall consist of a 14 feet travel lane, with a 17 feet 45° parking lane (minimum stall widths shall be 10 feet wide measured perpendicularly), and tree wells contained within a contiguous sidewalk. The parking lane shall be privately owned and maintained, which will require vacation of right-of-way. The 45° diagonal parking will require a variance application. The planter area proposed at the intersection with Eighth Street shall be duplicated at the intersection with Ninth Street. See the Standard Conditions of Approval for all other dimensions.

GRADING

6. Two copies 2 copies of the Phase 1 Environmental Site Assessment shall be included with the submittal of the first plan check. 1 copy is to be submitted directly to the Fire Department and review fee paid, a copy of the receipt shall be submitted with the remaining copy to the Engineering Department. Grading, demolition or construction permits shall not be issued until the Fire Department has reviewed and cleared the Phase 1

Study.

TRAFFIC

7. Conduit and pull boxes shall be installed per City Standard for future traffic signal interconnect along Ninth Street.
8. Ninth Street shall be posted as a Class 3 Bicycle Route.

PRIVATE STREET/DRIVEWAY IMPROVEMENTS

9. The common driveways on Ninth Street shall be one way, and a minimum of 20 feet wide and shall be covered by joint access and utility easements, unless the common area is owned in undivided interests. The curb cuts shall be per City Standard 250A. The westerly drive approach shall be for ingress, and the easterly drive approach for egress. The curb cut on Eighth Street shall be as shown on the Tentative Map. The common drives shall access through 24 foot minimum width curb cuts and then taper to 20 feet at 20 feet past the sidewalk. The parking aisle and stall dimensions shall be per the Zoning Code. The Fire access on Donahue Street shall be per Fire Department requirements.
10. This is a common interest subdivision and will require a Homeowners Association to maintain the common driveway, access, and utility easements. The Homeowners Association will also be required for common meter utility billing. CC & R's are to be submitted with the first submittal of the Final Map to the City for review, which will be recorded, with the Final Map.

UTILITIES

11. Water and sewer demand fees, meter and processing fees will be due for the new use. Credit will be given for the previous use.
12. Show all water services on the Improvement Plans. Show onsite private fire lines and stand pipe locations. Show all water meters and backflow devices. Water services must be provided per Section X of the Water System Design Standards. Separate water and sewer services are required for each single family unit. Domestic water and fire lines for residential condominiums may have individual meters or master meters. Utilities suggest a separate master meter for each building or each cluster of units for maintenance of the meters. Domestic water and fire lines for townhomes (on individual lots) shall have individual meters. Residential Condominiums may have individual sewer laterals or a common sewer lateral for each building. Townhomes shall have individual laterals, where feasible. Therefore:

Lots 1-12 are condominiums and shall have a master meter or individual meters and a master fire line and a single sewer lateral or individual sewer laterals to Donahue Street.

Lots 13- 32 shall have individual water and sewer laterals and fire lines.

Lots 33-48 shall have individual water and fire lines and a private sewer system (out to Donahue Street) under a joint maintenance agreement. The manhole at back of sidewalk separates the public and private system.

Lots 49-65 are condominiums and shall have a master meter or individual meters and a master fire line and a single sewer lateral to 9th Street.

Lots 66-73 are condominiums and shall have a master meter or individual meters and a master fire line and a single sewer lateral on West 8th Street.

13. The separation of sewer and water laterals is 10' from tree wells and 5' from street lights.
14. Show on the Improvement Plans any existing water or sewer services that will not be used. Any services connected to the mains to be abandoned must be transferred to the new mains.
15. Provide a separate irrigation service for each Common Area. See Section X. O. of the Water System Design Standards. Show the irrigation services on the revised Tentative Map.
16. This project will require the construction of minimum 12" water mains in Donahue Street and West 8th Street and a minimum 8" sewer main in Donahue Street. Any connections to the existing water or sewer mains to be replaced must be reconnected to the new mains.
17. Show the public fire hydrants as commercial hydrants.

Fire Conditions

18. The emergency vehicle entry portal providing access to the Building C courtyard from Donahue Street shall have a minimum 13'-6" vertical clearance. The opening width shall not be less than 16 feet clear. Gates at that portal shall be electrically operated with a Fire Department approved strobe actuated controller with Knox key override on both interior and exterior faces. Egress actuators may be replaced with a magnetic detection loop. Gates shall fail to an unlocked condition in the event of power outage. Frontage improvements on Donahue Street in the vicinity of the portal shall not restrict emergency vehicles traveling either direction on Donahue Street from turning into the courtyard.
19. The proposed turnaround layout is acceptable. Decorative paving may be used as a finish material, provided a structural street section per current City Street standards is installed below the finish material in all areas

- proposed for vehicle traffic. Proposed "Interactive Water Jets" shall not restrict emergency vehicle access and shall be reviewed in detail by Fire Department prior to approval.
20. Stairs from West 9th Street to the podium level of Building D shall be minimum 60 inches wide.
 21. The standpipe system protecting Building C shall be a dry system with standpipes as shown on the Civil Engineer's Sheet 3 of 4, except that the Fire Department Connection (FDC) outside the south end of the main courtyard (closest to Building A) shall be replaced with a standpipe just inside the courtyard. This standpipe system shall be supplied by a single FDC located at the Donahue Street frontage immediately adjacent to the emergency vehicle access to the Building C courtyard.
 22. The standpipe system protecting Building D shall be a dry system with standpipes as shown on the Civil Engineer's Sheet 3 of 4. This standpipe system shall be supplied by a single FDC at the farthest northwest corner of the site.
 23. The proposed new public fire hydrant at the farthest southeast corner of the site shall be relocated adjacent to the curb cut off West 8th Street immediately east of the private driveway between Buildings A and B.
 24. All individual "townhouse" dwelling units may be protected with residential fire sprinkler systems designed and installed per NFPA 13D, except that all attic spaces shall be fully protected by sprinklers. The parking garage beneath the podium level of Building D shall be protected with an automatic fire sprinkler system designed and installed per NFPA 13.
 25. A Homeowners/Condominium Association shall be created and shall be responsible for maintaining the shared on-site fire appliances (such as the dry standpipe systems) and required fire access roadways to current applicable standards.
 26. .If any part of the site is to be permanently fenced for security purposes, at least one man-gate (minimum 3 feet wide) with Fire Department approved lock shall be installed in a location approved by the Fire Dept. Permanent fences or gates limiting vehicle access shall be approved by the Fire Department. Vehicle gates limiting access to five or more dwelling units shall be equipped with strobe-actuated electric operators on both the ingress and egress sides.
 27. Storage or use of any hazardous materials at the site will require a Hazardous Materials Inventory Statement to be submitted to the Fire Department for review. Materials in excess of the permit amounts will require a Hazardous Materials Management Plan to be submitted to the Fire Department for review and approval and may require payment of Hazardous Material Use or Hazardous Waste Generator fees.

28. Access roads and water supplies for fire protection shall be installed and made serviceable prior to storage or construction of any combustible materials.

Transit Conditions

29. The bus stop on Donahue Street at West 9th Street shall be relocated by the City to the north side of West 9th Street, leaving the northeast corner of Donahue Street open for parking.
30. The developer shall improve the bus stop on West 8th Street at Donahue Street, installing a shelter pad, a fully ADA compliant, accessible shelter with interior lighting, and a sidewalk contiguous with the curb.
31. Shelter maintenance and trash mitigation shall be the responsibility of the building facilities maintenance crew and individuals attempting to utilize the shelter as housing must be discouraged from doing so by this same crew.

Building Conditions

32. Obtain demolition permits for the portions of the structures to be removed. An Air Quality District J number is required before the demolition permit can be issued. An interim bracing plan, prepared by a licensed structural engineer, for the walls to remain must be submitted and approved prior to demolition permit issuance.
33. Obtain a building permit for any modifications to the existing walls that is proposed to be done prior to building permit issuance for the dwelling units within that structure.
34. Provide a geotechnical investigation and soils report as required by the subdivision map act. The investigation shall include subsurface exploration and the report shall include grading, paving and foundation design recommendations.
35. Obtain building permits for the dwelling units, parking garage and site grading / improvements.
 - a) Permit applications for subdivision related site grading / improvements are submitted to, reviewed and issued by CD Engineering Division.
 - b) Permit applications for the dwelling units and parking garage are submitted to, reviewed and issued by CD Building Division.
36. Obtain building permits for the "permanent" bracing of the existing walls to remain and any accessory structures that are not part of the required

subdivision improvements. Permit applications are submitted to, reviewed and issued by CD Building Division.

Recreation and Parks Conditions

37. Street trees will be required and planted by the developer. Selection will be made by the city's approved master plan list and approved by the city's Parks Division. Planting shall be done in accordance with the city "Standards and Specifications for Planting Parkway Trees." Tree planting locations shall be marked by the city Parks Division Tree Section personnel. Contact Parks Division Tree Section at 543-3422.. Copies of the master street tree list and the standards are available at the Parks Division Office, 543-3770.
38. The developer of the DeTurk Village project shall develop and enter into a Park Development Agreement with the Department of Recreation & Parks for improvements at DeTurk Park whereby park fees associated with the DeTurk project may be used within DeTurk Park.

The Development Advisory Committee is an administrative committee designed to inform the Planning Commission of technical aspects of various matters which the Commission is to consider. The report of the Committee in no way constitutes approval or denial of the item under discussion. Final approval or denial rests with the Planning commission and/or City Council and may or may not be subject to terms of the report.

Recommendation

Approval with conditions as set forth in this report.

Continuance

Denial – Major Reasons:

Marie Meredith

MARIE MEREDITH
Deputy Director of
Community Development - Planning