

# Downtown Station (SMART Site) Development Major Design Review File No. DR21-021

34 W 6<sup>th</sup> Street and 2 4<sup>th</sup> Street (PRJ21-028)

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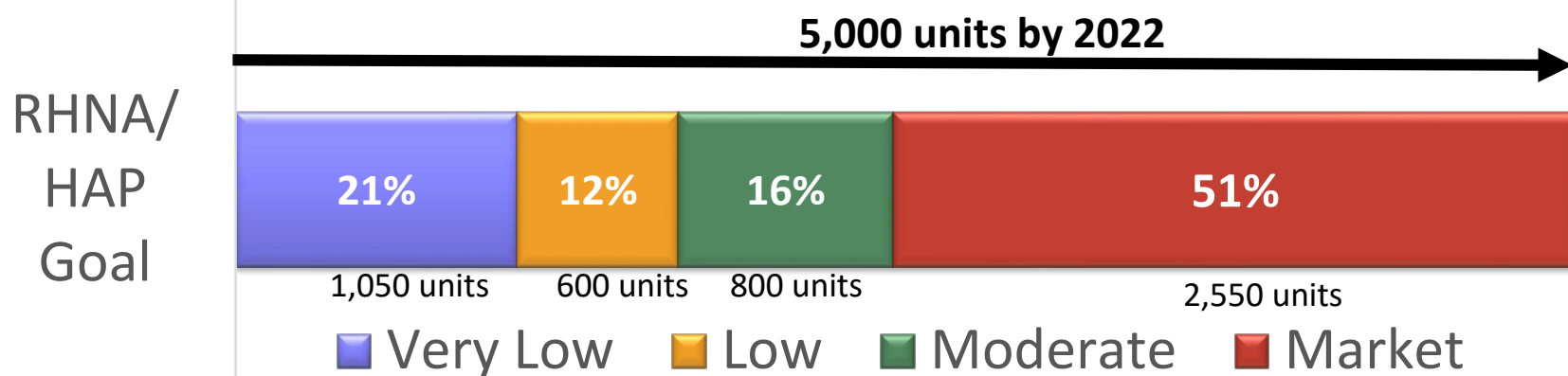
January 6, 2022

Adam Ross, City Planner  
Planning and Economic Development

## Multifamily Housing

- One, six-story structure
- 114 Residential Units
  - Studio, one-, two-bedroom, and “family” units
  - Amenities include outdoor pool, fitness area, child play area, hydroseeded field, tables and chairs
  - New multi-use path along eastern portion of the property connecting 6<sup>th</sup> Street and the Downtown SMART Station
  - 26-foot wide pathway on the southern side of the proposed building connecting western side of the property to the new SMART multi-use path
  - 75 parking spaces (0.7) spaces per unit

# Housing Action Plan



\*Regional Housing Needs Allocation (RHNA) 2014 – 2022 and 2016 Santa Rosa Housing Action Plan (HAP)

## Downtown Station: 114 total units



**102 Market Rate: 4% of the goal**



**12 Low Income: 2% of the goal**



- September 16, 2020 – Joint Cultural Heritage Board (CHB) and Design Review Board (DRB) concept review
- April 21, 2021 – Project applications submitted
- May 15, 2021 – Notice of Application was sent
- June 2, 2021 – Neighborhood Meeting
- November 17, 2021 – CHB approved Major Landmark Alteration Permit



- Encourage carrying robust materials around the north elevation for preliminary review.
- Explore a roof deck as an amenity if feasible, or additional outdoor space for tenants.
- Show justification of temporary parking and how it gets relocation.
- The height for density is appreciated and it could go higher.
- Include a sun study in the preliminary design review package, including how shadows are cast across the street and to the 6<sup>th</sup> Street Playhouse.
- Explore steel for some of the darker panels, integrating with the wood.
- Reconsider the porcelain tile at the ground floor as it could get cracked.
- Consider a panelized system or stones for the ground floor to tie into Railroad Square.
- Integrate in/out pushing from stucco to dark on all four sides.

- Reconsider ground floor residential for security concerns and consider two-story live/work units, office space, daycare, bodega/small market, small clinic, etc., to provide amenities for the non-commuting development being proposed.
- Consider adding more than 11 units of very-low, low, or moderate income housing for Phase 1.
- Look for overall balance for affordable units.
- Explore material and color options i.e., long brick.
- The all glazed balcony railings allowing view of robust verticality of windows is appreciated.
- Bring uniqueness to entries, avoiding too much repetition.
- Consider bringing industrial features to each stoop for differentiation.
- Submit photos of the neighborhood with renderings embedded to show scale and how the project relates to neighboring properties.

# Project Evolution



September  
2020

September  
2020



Today



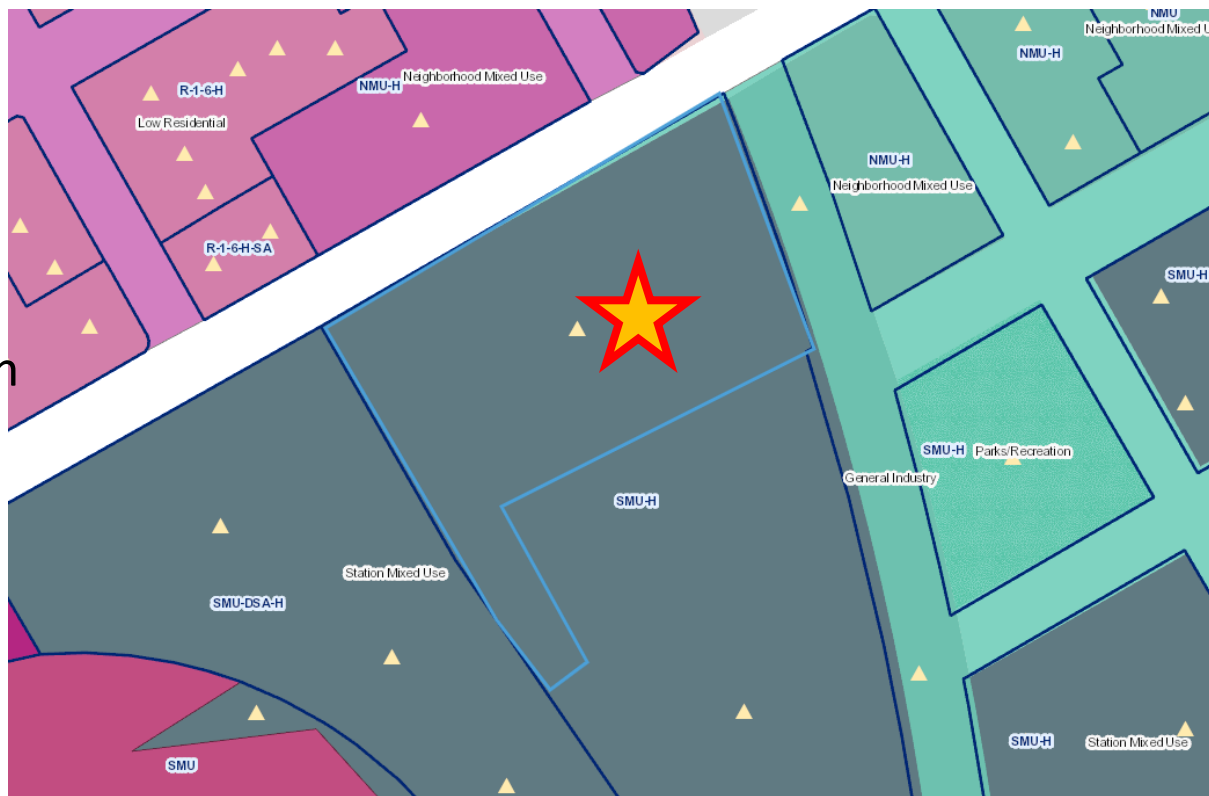


# General Plan and Zoning District

General Plan:  
Station Mixed Use

Zoning:  
SMU-H (within the  
Downtown Station Area &  
Railroad Square Preservation  
District)

Floor Area Ratio:  
6.0 Allowed  
3.0 Proposed



# Downtown Station Area & General Plan Goals & Policies

## **Land Use**

- LUL-A Foster a compact rather than a scattered development pattern in to reduce travel, energy, land, and materials consumption while promoting reductions in greenhouse gas emissions citywide.

## **Downtown/Downtown Station Area Specific Plan**

- LUL-C-1 Promote downtown as the center of the business, residential, social, and civic life of Santa Rosa by directing high intensity office uses, government, residential, and entertainment uses to locate downtown.
- LUL-C-7 Permit residential uses in all land use categories within downtown.
- LUL-L Ensure land uses that promote use of transit

## **Residential**

- LUL-F Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.

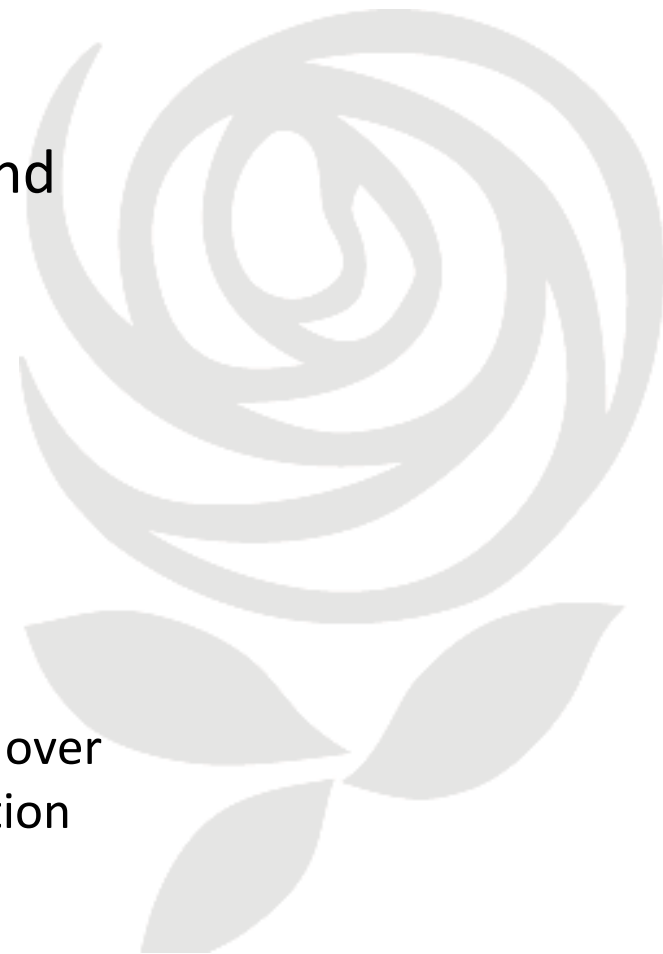
## **Urban Design**

- UD-B Preserve and strengthen downtown as a vital and attractive place.

## **Housing**

- H-A Meet the housing needs of all Santa Rosa residents.
- H-C Expand the supply of housing available to lower-income households.

- 100% Lot coverage
- 5-12 feet (min/max) residential ground floor
  - Project complies
- Parking
  - No required in Downtown Station Area
  - Includes 75 spaces (surface)
- Height - No Maximum
  - Requires additional finding for buildings over two-stories or 35 feet within a Preservation District



# Proposed Site Plan





# Proposed Elevations





# Proposed Elevations





# Proposed Elevations



# Proposed Elevations



ELEVATION NORTH



ELEVATION WEST



ELEVATION EAST



# Proposed Elevations



# Proposed Materials

## EXTERIOR MATERIAL PALETTE



### MATERIAL LIST:

1. EIFS, WHITE, SAND FINISH
2. EIFS, DARK GRAY, SAND FINISH
3. EIFS, VESUVIUS (DK. GRAY) SPECIALTY STONE FINISH
4. PAINTED ALUMINUM FRAMED WINDOW WITH CLEAR GLASS
5. PAINTED METAL AND GLASS TERRACE DOOR
6. NATURAL WOOD EXTERIOR CLADDING
7. PAINTED ALUMINUM BALCONY AND RAILING
8. CORTEN FIXED PLANTER AND PATIO SCREEN
9. PAINTED ALUMINUM STOREFRONT WITH CLEAR GLASS
10. COMMERCIAL ROLL UP OVERHEAD COILING DOOR



# Design Changes

## DESIGN CHANGES



1. THE GROUND FLOOR PLANNING HAS SEEN THE LARGEST CHANGE FROM THE PREVIOUS CONCEPT DESIGN PACKAGE. FOUR ADDITIONAL UNITS WERE ADDED TO THE GROUND FLOOR CONSOLIDATING BUILDING SERVICES CLOSER TOGETHER ON THE WEST END SHORTENING UTILITY RUNS FROM THE ACCESS DRIVE AISLE.

THE FITNESS WAS PULLED OUT FROM UNDER THE BUILDING AND MOVED, TO THE WEST END, INTO A STAND ALONE AMENITY STRUCTURE THAT IS CONNECTED BY A BREEZEWAY TO THE MAIN BUILDING. THE POOL NOW REPOSITIONED BETWEEN THE LOUNGE AND OPEN SPACE/ PLAY AREA TO THE EAST.



2. THE PREVIOUS DESIGN UTILIZED AN ALL GLASS GUARDRAIL WHICH HAS BEEN UPDATED TO A PAINTED VERTICAL METAL PICKET GUARDRAIL PROVIDING MORE OF AN INDUSTRIAL LOOK.

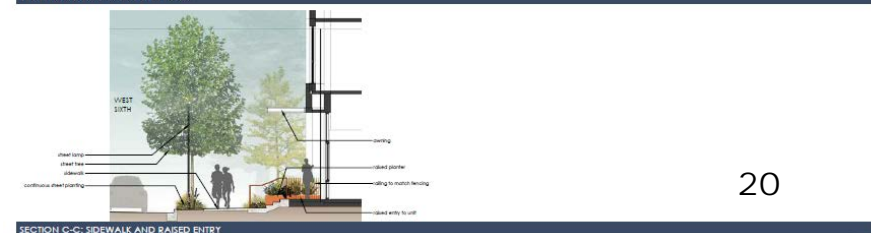


3. THE PREVIOUS GROUND FLOOR MATERIAL WAS A SMOOTH PORCELAIN TILE WHICH HAS BEEN UPDATED TO BE A STONE FINISH EIFS BRINGING A MORE NATURAL AND DURABLE TEXTURE TO THE BASE.



# Landscape Plan

## LANDSCAPING CONCEPT PLAN





# Design Guidelines

## Neighborhood Design

- 1.1. I.A To promote the development of new “neighborhoods” that incorporate a variety of uses as opposed to subdivisions that feature single-family homes exclusively.
- 1.1.I.C To promote neighborhoods that feature a variety of housing types (both single-family and multi-family) as well as a variety of price ranges.

## Downtown Station Area

- 2.4.3 Locate entrances and upper-story windows such that they look out onto and, at night, cast light onto, sidewalks and pedestrian paths.
- 2.4.4 Improve the setback area along the residential street frontages with trees and planting to enhance the landscape quality and the character of the existing residential street.
- 2.4.7 To establish continuity between land uses, all new developments in the Downtown Station Area, regardless of size or use, should reflect a similar urban form that is human-scale and pedestrian-oriented, with strong physical and visual connections to fronting streets.

- 2.4.8 Surrounding buildings establish the context for the design of new buildings. Whether new buildings are detailed in a historical, contemporary or eclectic manner, incorporating similar rhythm and proportions found in adjacent buildings improves the compatibility between new and old.
- 2.4.13 Building façades should be constructed of high quality and durable materials such as stone, brick, tile, wood, glass, and metal. Use of stucco should be minimized and aluminum mesh is discouraged as a balcony material. Ground floor should use high quality material with texture.
- 2.5.1 Design new development in and adjacent to historic preservation districts to be compatible with existing structures. In terms of mass, materials, color, proportion, and spacing of windows and doors. A particular architectural style or design is not specified; however, the scale, mass and size of the building are often more important than the decorative details which are applied.
- 2.5.8 Infill development in the Downtown Station Area should incorporate and reflect character defining elements of the area and follow the design guidelines outlined in the City’s Processing Review Procedures for Historic Properties.

## Multi-family Residential

- 3.2.I.E To provide developments with logical layouts that people can navigate through without confusion.
- 3.2.II.L.7 All site features including trash enclosures, fencing, light fixtures, mailboxes, laundry and facilities utility screens, should be architecturally compatible with the main structures.
- 3.2.III.A.4 Avoid dressing up fronts of building with higher quality materials and switching to less expensive siding material on the sides and back. Design all four sides of buildings.
- 3.2.III.B.1 Orient the main entrance of each unit, or the building to the street or to a common open area.

## Landscaping

- 4.1 II 2 Provide special attention to incorporation of trees in all landscape design.
- 4.1 II 6 Select landscape materials and plants that are appropriate in scale and function to the locations in which they are placed.
- 4.1 II 13 Automatically controlled irrigation systems with multiple programs and repeat start times, are required.

## Historic Districts

- 4.7.I.A To preserve Santa Rosa's historic heritage.
- 4.7.I.E To assist property owners and designers in developing plans for historic properties and to encourage the compatibility of new structures in historic districts.
- 4.7.III.G.1 Design new construction so that the architectural character of the neighborhood is maintained. Specific architectural styles are not mandated. Designs for new construction can also be contemporary.
- 4.7.III.G.2 Design new construction to be compatible in height and proportion with adjacent structures.
- 4.7.III.G.3 Use materials and designs similar to that found throughout the neighborhood.

## Required Findings

The design and layout of the proposed development is of superior quality, and is consistent with the General Plan, and applicable specific plan, applicable Zoning Code standards and requirements, the City's Design Guidelines, architectural criteria for special areas, and other applicable City requirements (e.g., City policy statements and development plans);

The design is appropriate for the use and location of the proposed development and achieves the goals, review criteria and findings for approval as set forth in the Framework of Design Review (Design Guidelines, Introduction, Subsection C)

The design and layout of the proposed development will not interfere with the use and enjoyment of neighboring existing or future developments

The architectural design of the proposed development is compatible with the character of the surrounding neighborhood

## Required Findings

The design of the proposed development will provide a desirable environment for its occupants, visiting public, and its neighbors through the appropriate use of materials, texture, and color, and would remain aesthetically appealing and be appropriately maintained

The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity



## Public/On-Site Improvements

- Addition of SMART multi-use path from 6<sup>th</sup> Street to the SMART Station
- Interim private roadway providing 75 parking spaces
  - Future connection to 3<sup>rd</sup> St
- New right-of-way improvements on 6<sup>th</sup> Street.

## Neighborhood Comments

- Concern over consistency with the General Plan
- Concern over lack of parking
- Concern over consistency with the surrounding neighborhoods
- Concern for safe crossings around the Project site
- Request to limit the construction hours to avoid potential light and noise nuisances
- Questions about the internal roadway
- Questions on surrounding neighborhood use of amenities
- Support from the majority of the neighborhood
- Support for additional parking supply
- Encouragement to expand the affordability component

## Neighborhood Comments - Response

- The Project complies with the General Plan as well as the DSASP policies and guidelines
- Projects within the DSASP boundary do not have a minimum parking requirement
- The Project included a District Compatibility Report by Kara Brunzell, dated November 5, 2021, which concluded that the Project is consistent with the Railroad Square Preservation District and the West End Preservation District
- The Project did receive approval of a Major Landmark Alteration Permit on November 17, 2021
- The Project is Conditioned to provide new striped crosswalks along 6<sup>th</sup> Street and will bring the frontage of the Project up to current City Standards

## Neighborhood Comments - Response

- Due to the site's close proximity to residential development, the Project is conditioned to comply with construction hours between 8:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. Saturday. No construction is permitted on Sundays and holidays. Condition of Approval No. 3 of the Resolution.
- The internal roadway is a private road with public access easements over it allowing public use. It provides a portion of a planned private street that will eventually connect W 6<sup>th</sup> St and W 3<sup>rd</sup> St.
- The applicant has indicated the pool will have a membership program for surrounding neighbors.
- The Project is required to comply with the Inclusionary Housing Ordinance and is not receiving a State Density Bonus.

# Environmental Review

## California Environmental Quality Act (CEQA)

- The proposed project has been reviewed in compliance with CEQA:
  - The proposed project qualifies for a categorical exemption from CEQA under Section 65457 of the California Public Resources Code and CEQA Guidelines Section 15182(a)(c)
  - The Project would develop a residential land use that is consistent with the Downtown Station Area Specific Plan and the certified Subsequent Program EIR (SCH 2006072104) and no events subsequent to certification have required a supplemental EIR pursuant to Public Resources Code section 21166.



The Planning and Economic Development Department recommends that the Design Review Board, by resolution, approve the Preliminary Major Design Review for the Downtown Station (SMART Site) development project, a 114-unit multifamily residential development proposed at 34 W 6<sup>th</sup> Street and 2 4<sup>th</sup> Street.

Adam Ross, City Planner  
Planning and Economic Development  
[ARoss@SRCity.org](mailto:ARoss@SRCity.org)  
(707) 543-4705

