

Ross, Adam

From: Ross, Adam
Sent: Tuesday, January 4, 2022 2:34 PM
To: Montoya, Michelle
Cc: Nicholson, Amy
Subject: Re: Jan 6, 2022, Design Review Board Meeting - Item No. 8.2 - Downtown Station (SMART Site) Development - Late Correspondence
Attachments: Late Correspondence as of 1.4.2022.pdf

Chair Weigl and Members of the Design Review Board,

Please do not reply to all

There has been an update to Condition of Approval (COA) No. 23 of the Exhibit A dated, October 22, 2021. Staff and the Applicant team identified missing language for COA No. 23, that would properly identify a crossing along the SMART tracks on the south side of W 6th Street. COA No. 23 originally read:

23. Two crosswalks and ADA compliant ramps as required shall be installed to the satisfaction of the City Engineer in consultation with the City Traffic Engineer as follows:
- A pedestrian crossing shall be installed in line with the westerly curb return of Adams Street crossing 6th Street with a bulb out on the developer's side.
 - A pedestrian crossing shall be installed at the existing Multi-use Path (MUP) trail on the east side of the railroad tracks.

This language did not identify the need for an ADA compliant pedestrian crossing and landings on the south side of W 6th Street across the SMART tracks. The revised language clarifies the ADA pedestrian crossing and landings with the modified language:

23. Two crosswalks and ADA compliant ramps as required shall be installed to the satisfaction of the City Engineer in consultation with the City Traffic Engineer as follows:
- A pedestrian crossing shall be installed in line with the westerly curb return of Adams Street crossing 6th Street with a bulb out constructed on the south side of 6th Street to facilitate improved pedestrian visibility.
 - In cooperation with SMART and the CPUC and following a diagnostic review, a pedestrian crossing on the south side of 6th Street, over the railroad shall be installed. This will likely require shifting the face of curb on the east and west side of the tracks northerly to provide adequate ADA accessibility north of the existing SMART gate arms.
 - In cooperation with SMART and the CPUC and following a diagnostic review, a pedestrian crossing with associated ADA ramps shall be installed at the existing Multi-use Path (MUP) trail on the east side of the railroad tracks crossing 6th Street. One existing parking space immediately east of the rail tracks will be eliminated on the south side of the street.

In addition, Condition of Approval in the Draft Resolution has been updated to reflect Engineering Development Services Exhibit "A" dated January 4, 2022. The previous version identified the October 22, 2021 Exhibit A. The updated versions are attached as one document for you reference as *Late Correspondence as of 1.4.2022*.

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DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT
ENGINEERING DEVELOPMENT SERVICES

EXHIBIT "A"
1/4/22

SMART Village Residential Development
34 W 6TH ST
PRJ20-013

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Engineering Division of the Planning & Economic Development Department's Standard Conditions of Approval dated August 27, 2008 and comply with all requirements therein unless specifically waived or altered by written variance by the City Engineer.
- II. Developer's engineer shall comply with all requirements of the current Municipal Separate Storm Sewer System (MS4) and City Standard Urban Storm Water Mitigation Plan Low Impact Development Manual. Final Plans shall address the storm water quality and quantity along with a maintenance agreement or comparable document to assure continuous maintenance of the source and treatment.
- III. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on December 1, 2015.
- IV. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans received 10-05-21:

PUBLIC EASEMENT DEDICATION

1. All public easement and right of way dedications shall be granted by separate instrument. Where needed, required easements are referenced within the appropriate sections of these conditions and/or the Standard Conditions.
2. Prior to the signing of Improvement Plans or the issuance of any Encroachment Permit required public easements and rights of way shall be dedicated to the satisfaction of the City Engineer.
3. Prior to the signing of Improvement Plans the following public easements and rights of way shall be dedicated;
 - a. Sufficient public roadway easement to cover the drivable area of the private street along the westerly frontage of the project, which varies between a curb-to-curb width of 34-feet and 60-feet, from the project entrance on 6th St to its terminus northerly of the existing 24-inch storm drain in approximate alignment with vacated 4th St through the project. The exact orientation and extent of this public roadway easement

dedication shall be determined during plan check to the satisfaction of the City Engineer.

- b. A Public Utility Easement shall be dedicated over drivable area of the private street to contain the public water and sewer mains.
 - c. Any Water Engineering Services required easement for an onsite turn around.
4. No surface structure, including but not limited to, roof eaves, decks or pools shall encroach into the PUE easement. Trees shall not be planted within 10-feet of a public sewer main. The Santa Rosa Water, City Utilities Department shall not be responsible for repairs or replacement of private street pavement or landscaping in public utility easements and it shall be so noted on the Final Map.
 5. All water meters shall be located within public right of way or water easements and multiple meters shall be clustered where possible. Water easements shall be dedicated over the first valve of the Double detector check valve, public water meters and public fire hydrants and other public utilities. Easements shall be determined during first plan check to the approval of the City Engineer.
 6. All costs associated with map, plan, easement, plat, legal description, and/or support document preparation shall be the sole responsibility of the developer.

PUBLIC STREET IMPROVEMENTS

7. All public and private improvements, both on-site and off-site; all rights-of-way and easement acquisitions, be they on-site or off-site; and all removal, relocation, or undergrounding of existing public utilities and any coordination thereof required or necessitated as a result of the review and approval of the project and the cost thereof shall be the obligation of the developer unless express written provision to the contrary is agreed to by the City. The full installation of all such required improvements to the satisfaction of the City Engineer shall be completed prior to the acceptance of the improvements by the City.
8. Civil improvement plans shall be prepared by a Registered Civil Engineer licensed to practice in the State of California for approval by the City Engineer.
9. An Encroachment Permit must be obtained from Engineering Development Services of the Planning and Economic Development Department prior to beginning any work within the public Right-of-Way or for any work on utilities located within public easements.
10. A SMART encroachment permit may be required for some elements of work.
11. To the extent that any area of existing or proposed sidewalk is or shall be situated outside of current City right of way, a sidewalk easement shall be dedicated to the City.
12. A Public Utility Easement shall be dedicated along the 6th St frontage per City Standard STD 230 G. No private improvements shall encroach into the PUE per City Code 20-16.140, A, 1, a, including but not limited to LID BMPs.

13. 6th St is a City Standard STD 200 E Minor Street. 6th St shall be shall be dedicated and improved with a minimum curb to centerline width of 20-feet to contain a 12-foot travel lane and an 8-foot parking lane. A variance is granted by these conditions of approval to allow a 5-foot planter strip, and to install the 5-foot sidewalk on the public side of the property line similar to City Standard STD 230 G.
14. Improvements to 6th St shall also consist of the installation of a City Standard 250 D drive approach at the intersection of 6th St and the private street.
15. The onsite private street shall have a 26-foot wide drivable surface at all points. Private streets shall be designed and constructed to the Standards of public streets in terms of structural section. No City enforcement of “no Parking” signs or other such regulatory signs shall be provided for such streets. Access shall be through the City Standard 250 D drive approach at the intersection with 6th St.
16. Any broken curb and gutter shall be replaced per City Standard STD 241.
17. Existing streets being cut by new services will require edge grinding per City Standard 209, trenching per Standard 215, and an A.C. overlay.
18. Installation of street lights and the street lighting pattern will be determined during plan check phase of the improvement plans as approved by the City Engineer.
 - a. City Standard 611 cobra style street lights are to be installed along the frontage to current spacing requirements, using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan review process.
 - b. Electrical boxes for new and/or relocated street lights and signals shall be provided with grounded vandal resistant inserts, McCain Tamper Resistant Inserts or City approved equal, in street light pull boxes at locations as directed by the City. Catalog cuts shall be provided with the first plan check submittal for review and approval by the City Engineer. The street light improvement plans shall include the following note; “The contractor may use their own locks during construction for ease of access, however once the conductors in the pull box are live the contractor shall coordinate with the City Inspector to have the City lock installed. Electrical pull boxes in planter strips shall be provided with a 2-foot concrete apron around box.”
19. This project shall underground existing overhead utilities per section 13-12.250 of the Santa Rosa City Code.
20. New services (electrical, telephone, cable or conduit) to new structures shall be underground.
21. Developer shall coordinate, and where necessary, pay for the relocation of any power poles or other existing public utilities, as necessary.

TRAFFIC AND LINE OF SIGHT

22. All traffic signage and striping shall be to the satisfaction of the City Engineer in consultation with the City Traffic Engineer.
23. Two crosswalks and ADA compliant ramps as required shall be installed to the satisfaction of the City Engineer in consultation with the City Traffic Engineer as follows:
 - a. A pedestrian crossing shall be installed in line with the westerly curb return of Adams Street crossing 6th Street with a bulb out constructed on the south side of 6th Street to facilitate improved pedestrian visibility.
 - b. In cooperation with SMART and the CPUC and following a diagnostic review, a pedestrian crossing on the south side of 6th Street, over the railroad shall be installed. This will likely require shifting the face of curb on the east and west side of the tracks northerly to provide adequate ADA accessibility north of the existing SMART gate arms.
 - c. In cooperation with SMART and the CPUC and following a diagnostic review, a pedestrian crossing with associated ADA ramps shall be installed at the existing Multi-use Path (MUP) trail on the east side of the railroad tracks crossing 6th Street. One existing parking space immediately east of the rail tracks will be eliminated on the south side of the street.
24. The height of signs, vegetation or other obstructions near street intersections shall maintain clear line of sight for all vehicles approaching the intersection of the private street and 6th St to the satisfaction of the City Traffic Engineer during review of Improvement Plans.
25. Vegetation over 3-feet in height shall be planted no closer than 40-feet from stop bar of stop sign controlled intersections.

PRIVATE STREET/DRIVEWAY IMPROVEMENTS

26. Private street lights shall be installed on all private streets and shall meet City Standards for minimum average maintained foot-candle and the uniformity ratio for a minor street. All private lighting shall be owned and maintained by the homeowners' association. Private lighting fixtures shall be subject to staff review.
27. Installation and Maintenance of red curbing, fire lane signage, striping and all other fire lane markings or designators required by the Fire Department on Private property and private streets or driveways shall be the responsibility of the property owner or Homeowner's association (HOA). Fire lanes shall be designated with signs, red curbs and or pavement striping and marked per Fire Department Standards for all fire apparatus access roads.

STORM DRAINAGE

28. Drainage facilities and drainage easements shall be provided to the satisfaction of the City Engineer or the Chief Engineer of the Sonoma County Water Agency at the developer's expense.

29. Systems designed to accommodate storm events larger than 1.0 inch in a 24-hour period are subject to approval by the Sonoma County Water Agency (SCWA). If it is determined that the project design doesn't adequately address all storm events per City Standards and the most current SCWA Flood Management Design Manual dated March 2020 an extension of the public storm drain system may be required.
30. Hydrology and Hydraulic design of the storm drain system shall conform to Sonoma County Water Agency (SCWA) criteria and City of Santa Rosa Design and Construction Standards.
31. Drainage facilities shall be designed per the Flood Control Design Criteria manual of the Sonoma County Water Agency. If flows exceed street capacity, flows shall be conducted via an underground drainage system (with minimum 15" diameter and maximum 72" diameter pipe sizes) to the nearest approved downstream facility possessing adequate capacity to accept the runoff, per the City's design requirements. Such runoff systems shall be placed within public street right-of-way wherever possible.
32. All drainage flows from offsite shall be intercepted at the property line and conveyed through a private system to discharge into the public right of way.
33. Drainage from landscape areas shall not cross over curb or sidewalk and are to outlet to a street through City Standard detail thru-curb drains.
34. All onsite drainage systems, including those within the private street, are considered private.
35. Private drainage systems are to be connected to a public system from a private field inlet located behind the sidewalk and through a minimum 15-inch storm drain pipe through the public right-of-way to a public drainage structure. No blind connections are permitted into the public storm drain system. Install a 4-foot manhole, manhole ring and cover per City Standard #400 at all connections points to pipe that does not have a junction structure at the connection point.

STORM WATER COMPLIANCE (SUSMP & SWPPP)

36. The developer's engineer shall comply with all requirements of the latest edition of the City Storm Water Low Impact Development Technical Design Manual. Final Plans shall incorporate all Standard Storm Water Low Impact Development Plan (SWLID) Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan which shall address the storm water quality and quantity. Final Plans shall be accompanied by a City approved Declaration of Maintenance Agreement to assure continuous maintenance in perpetuity of the SWLID BMP's and shall include a maintenance schedule to be implemented by the owner.
37. Perpetual maintenance of SUSMP BMPs shall be the responsibility the owner of the development.
38. The SWLID "Declaration of Maintenance" document shall be recorded at the

Sonoma County recorder's office prior to grade permit issuance or as required by the Building Official. A recorded copy of the document shall be given to the City of Santa Rosa EDS division for their records.

39. After the SWLID BMP improvements have been constructed, the developers Civil Engineer or qualified professional is to prepare and sign a written certification that they were constructed and installed as required or per the manufacturer's recommendation. Written certification of SUSMP BMP's is to be received by the City prior to acceptance of the improvements.
40. A Storm Water Pollution Protection Plan (SWPPP) or erosion control plan shall be required at building plan submittal to show protection of the existing storm drain facilities during construction. This project shall comply with all current State Water Board General Construction Permit Requirements.
41. Note on the plans that "No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from any construction or associated activity of any nature, shall be allowed to enter into or be placed where it may be washed by rainfall into the storm drain system. When operations are completed, any excess material or debris shall be removed from the work area."
42. Where bio swales or BMP facilities are located in landscape strips, other utilities such as DDCV, joint trenches, backflow/reduced pressure devices, solar panels, transformers, irrigation meters, meter boxes, cleanouts, fire hydrants, etc. shall be located without conflict with the bio swales/water infiltration or collection. Each trench crossing shall extend the length of a bioswale by 5 additional linear feet. Locations of infrastructure shall be present on the plans and shall be reviewed during plan check. BMPs shall not be located within a Public utility easements or access easement.
43. The Civil Engineering plans shall show sufficient construction details and dimensions of each BMP device on the drawings, so the BMP may be replaced in the future. Landscape plans and civil plans shall be coordinated with the approved SWLID report and show the BMP locations clearly to prevent them from being filled in with landscape materials.
44. All BMP's shall be constructed using the LID manual construction details, priority type 1 or 2, using landscaped based infiltration/storage. BMPs constructed using any other detail other than priority 1 or 2 devices shall be reviewed and approved by the State Water Board. Provide a copy of any approval letter for alternative BMP installations from the Board to the City for its files.
45. Install a trash capture device per the SWLID permit at the project storm drainage outfall on private property. The owner shall maintain the device for perpetuity.

GRADING (from Building Memo dated May 3, 2021)

46. Provide a geotechnical investigation and soils report with the building permit application. The investigation shall include subsurface exploration and the report shall include grading, drainage, paving and foundation design recommendations.

47. Obtain building permits for the proposed project.

WATER AND WASTEWATER

48. Water and sewer systems and appurtenances thereto shall be designed to serve the project in accordance with the City of Santa Rosa Design and Construction Standards and shall be constructed to the satisfaction of the City Engineer.
49. Access must be provided to all structures on the City system. The access must be a minimum 12' in width and must be provided with a turnaround per City Standard 206 when the backup distance for any maintenance vehicle exceeds 100'. The design of the access road shall include drainage measures required to prevent damage from water. Refer to XIV of the Sewer System Design Standards and III.D of the Water Design Standards. No other facility, public or private, shall be aligned within 5' horizontally of the water or sewer mains.
50. Private water, fire, sewer and storm drain mains shall not be permitted within the joint trench PUE. Public water meters or backcheck devices shall not be located under private asphalt, sidewalks and driveways.
51. This project is subject to the latest fees in effect at the time of connection or Building Permit issuance.
52. Fees for inspection of publicly maintained water and/or sewer facilities constructed with this project must be paid prior to scheduling of work as prescribed in City Specifications.
53. Install mains with constant alignment wherever possible, minimum 3-feet from the lip of gutter 4-feet from centerline monuments.
54. Private mains shall be a minimum of 6" in diameter and public mains shall be a minimum of 8" in diameter. Connections between private and public sewer mains shall be at manholes. Public water mains must be sized to meet criteria per Section VII of the Water System Design Standards.
55. The private fire mains shall have isolation valves for each building site to maintain domestic and fire flows in the system while allowing for service shut down for maintenance of that individual building.
56. For purposes of leak detection and maintenance access, no reinforced concrete may be designed over publicly maintained water or sewer facilities. Un-reinforced concrete will be allowed under special circumstances such as crosswalks. Water system valves must be located outside of the concrete area.
57. All public sewer and water mains shall be covered by a sewer, water or public utility easement as appropriate per City Standards.
58. The applicant shall extend a 12-inch public sanitary sewer main along the full length of the private street from a new manhole in 6th St to another new manhole in alignment with the existing sewer in the former alignment of 4th St.
59. The applicant shall extend a 12-inch public sanitary sewer main from the new manhole in extension of the existing sewer in the former alignment of 4th St to

existing SS MH 50.

60. The applicant shall abandon the existing sewer main that runs north-south from SS MH 53, through the project to SS MH 50.
61. The applicant shall extend a 12-inch public sanitary sewer main northerly for approximately 130-feet from SS MH 134 to a new manhole in the far easterly reach of the paved driveway south of the southerly most proposed buildings.
62. The applicant shall extend a 12-inch public sanitary sewer main westerly from the new manhole in the far easterly reach of the paved driveway south of the southerly most proposed buildings to a manhole along the new north-south sewer main.
63. The applicant shall abandon the existing sewer main that runs east-west in the former alignment of 5th St from SS MH 134, through the project to SS MH 48.
64. The sewer lateral shall be sized to the satisfaction of the City Engineer during plan check of the Encroachment Permit for this project. The lid for the cleanout shall be traffic rated if it is subject the vehicular traffic.
65. Any existing sewer lateral that will not be used must be abandoned at the main per City Sewer System Design Standards Section XII, Abandonment of Sewer Mains and Services and City Standard 507 under an encroachment permit.
66. The applicant shall extend and loop an 8-inch public water main of satisfactory length to serve the project. Public water mains must be sized to meet criteria per Section VII of the Water System Design Standards. Water mains shall be located parallel to street centerlines unless conflicts with other underground utilities cannot be avoided.
67. Connection to the existing main will require a shut down for a tie-in inspection. Call Water Engineering Services for fees and scheduling. Advance notice is required.
68. Water services and meters must be provided per Section X of the Water System Design Standards and shall be sized to meet domestic, irrigation and fire protection uses. Any services placed in driveway areas shall have meters with traffic rated boxes.
69. Water services and meters shall be sized to meet domestic uses. All connections to the public main shall require reduced Pressure Backflow Devices per City Standard 876 on the domestic services and Double Detector check valves Backflow Assemblies per City Standard 880 on the fire line services. The flow calculations shall be submitted to the Santa Rosa Water Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
70. Meters may be located in dedicated water easements along a private street to the City of Santa Rosa. Meters and backflow devices shall be installed outside of any traffic areas. Any non-standard water services shall be detailed on the Improvement Plans. All laterals and meters shall be sized according to the flow calculations. Submit the fire flow calculations during the plan check process of

the Improvement Plans to allow Utilities to approve size and location of meters and backflow devices. An irrigation service with reduced pressure backflow device per City Standard #863 & #876 shall be installed for all common areas needing irrigation.

71. Backflow prevention devices shall be designed and installed in accordance with current City Standards, State Health Code Title 17, and as required by the Director of Utilities.
72. Reduced Pressure back flow per City Standard 876 will be required on all irrigation services.
73. Double check back flow per City Standard 875 will be required on all domestic water services. The flow calculations shall be submitted to the Santa Rosa Water Department during the plan check phase of the Improvement Plans or Encroachment Permit to determine adequate sizing.
74. Design of hydrant locations shall be per City Standard 857, meet the Fire Code requirements and must be approved by the Fire Department for logistics and by Santa Rosa Water Department for maintainability.
75. Onsite fire mains and hydrants shall be provided to the satisfaction of the Fire Department.
76. Any existing water service that will not be used must be abandoned at the main per City Water System Design Standards Section XVIII, Abandonment of Water Mains and Services and City Standard 507 under an encroachment permit. The existing meter must be collected by the City Meter Shop.
77. If a well exists on the property, one of the following conditions apply:
 - a. Retention of wells must comply with City and County codes. An approved backflow prevention device must be installed on any connection to the City water system.
 - b. Abandonment of wells requires a permit from the Sonoma County Permit and Resource Management Department.
 - c. Wells may not serve more than one parcel, and any lines from existing wells that cross lot lines must be severed
78. Any existing septic systems shall be removed under supervision of project Soils Engineer. Obtain Permits from the Sonoma County Permit and Resources Management Department. Obtain a City Building permit if an existing structure is being converted from a connection to the septic system to the public sewer system.
79. Where bio swales are required, meter boxes, cleanouts, fire hydrants, etc. must be located without conflict with the swales. Locations of infrastructure will be reviewed during plan check. No bio swales or SUSMP BMP LID improvements shall cross public sewer, water, or storm drain utilities.
80. Access maintenance roads and private driveways that have public sewer or water mains must be a minimum of 12' wide. The design of the access road shall

include drainage measures required to prevent damage from water. Refer to XIV of the Sewer System Design Standards and III.D of the Water Design Standards.

81. As applicable, public maintenance access in private driveways with public fire hydrants, water meters, public DDCV or other readable utility meter devices shall be provided to all structures with a turnaround per City Standard 206 when the backup distance for any maintenance vehicle exceeds 100'. The design of the access road shall include drainage measures required to prevent damage from water. Refer to XIV of the Sewer System Design Standards and III.D of the Water Design Standards.
82. The proposed fence will cross public water and or sewer mains at the entrances. No footings shall be installed within 5 feet of the public water or sewer mains. Sections of fences that cross a public utility easements must be removable. Access to public utilities including all structures (i.e. manholes, cleanouts, mainline valves etc.) is to be provided at all times.
83. A fire flow test will be completed at the time of the tie in of the project to the City system. The hydrant which will most likely produce the least flow will be tested. In the case of a project that has multiple dead end systems such as cul-de-sacs, a fire flow test will be completed at the hydrant on each separate cul-de-sac or dead end system. The fire flow must meet the requirement for the project before the project is accepted. The City will perform the fire flow test. The fee to have the test performed must be paid to the Santa Rosa Water Department prior to the test being performed.
84. Applicant shall provide Fire flow calculations for project indicating compliance with CFC Appendix III-A. Due to the limited access to the site, increased fire protection shall be required for Fire Department approval above the minimum adjusted fire flow available to provide 1500 gpm in residential and commercial developments or as approved by the Fire Department.
85. Santa Rosa Water Department provides mapping of private onsite water mains and fire hydrants for the Fire Department and processes the fee collection and meter installation for the fireline. Provide two copies of the approved onsite plans showing private fire lines and private fire hydrant locations to the Santa Rosa Water Department prior to requesting meter sets and commencing service. Refer to section XI.A of the Water System Design Standards for submittal of plans for private fire systems.
86. Provide a separate irrigation service. See Section X. O. of the Water System Design Standards.
87. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 4051, on October 27, 2015. Plans shall be submitted with the Building Permit application. Submit the following with the above-mentioned plans: Maximum Applied Water Allowance form, Hydrozone Table form, and Certificate of Completion form.

FIRE (from Memo dated August 3, 2021)

Applicant is advised that the following Fire Department **Standard Conditions** apply to this project:

88. Projects shall be designed in compliance with established regulations adopted by the City of Santa Rosa affecting or related to structures, processes, premises and safeguards regarding the following:
- a. The hazard of fire and explosion arising from the storage, handling or use of structures, materials or devices.
 - b. Conditions hazardous to life, property or public welfare in the occupancy of structures or premises.
 - c. Fire hazards in the structure(s) or on the premises from occupancy or operation.
 - d. Matters related to the construction, extension, repair, alteration or removal of the fire suppression or alarm systems.
 - e. Conditions affecting the safety of fire fighters and emergency responders during emergency operations.
89. Fire service features for buildings, structures and premises shall comply with all City adopted building standards, California Code of Regulations Title 24 Building Standards and Santa Rosa City Code.
90. Permit(s) shall be required as set forth in adopted California Building Code (CBC) Section 105, California Residential Code (CRC) Section R105 and California Fire Code (CFC) Sections 105.6 and 105.7. Submittal documents consisting of construction documents, statement of special inspections, geotechnical report and other data shall be submitted in two or more sets with each permit application. The construction documents shall be prepared by a registered design professional. Where special conditions exist, the code official is authorized to require additional construction documents to be prepared by a registered design professional.
- a. Construction documents shall be dimensioned and drawn on suitable material. Electronic media documents shall be submitted. Construction documents shall be of sufficient clarity to indicate the location, nature and extent of the work proposed and show in detail that it will conform to the provisions of adopted codes and relevant laws, ordinances, rules and regulations, as determined by the code official.
 - b. Shop drawings for the fire protection system(s) shall be submitted to indicate conformance with adopted codes and the construction documents and shall be approved prior to the start of system installation. Shop drawings shall contain all information as required by the referenced installation standards in Chapter 9.
 - c. The construction documents shall show in sufficient detail the location, construction, size, and character of all portions of the means of egress including the path of the exit discharge to the public way in

compliance with the provisions of adopted codes. In other than occupancies in Groups R-2, R-3, and R-2.1, the construction documents shall designate the number of occupants to be accommodated on every floor, and in all rooms and spaces.

- d. The construction documents submitted with the application for permit shall be accompanied by a site plan showing to scale the size and location of new construction and existing structures on the site, distances from lot lines, the established street grades and the proposed finished grades and it shall be drawn in accordance with an accurate boundary line survey. In the case of demolition, the site plan shall show construction to be demolished and the location and size of existing structures and construction that are to remain on the site or plot. The code official is authorized to waive or modify the requirement for a site plan where the application for permit is for alteration or repair or where otherwise warranted.
 - e. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access roads and construction documents, hydraulic calculations and material specifications for fire hydrant, fire protection or detection systems shall be submitted to the fire department for review and approval prior to construction.
91. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided.
92. For the purposes of prescribing minimum safeguards for construction, alteration, and demolition operations to provide reasonable safety to life and property from fire during such operations. building, facilities, and premises in the course of construction, alteration or demolition, including those in underground locations shall be in compliance with CFC Chapter 33 and NFPA 241.

Applicant is advised that the following Fire Department **Specific Conditions** apply to this project:

93. New and existing buildings shall be provided with approved illuminated or other approved means of address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numerals or alphabetic letters. Numbers shall not be spelled out. Character size and stroke shall be in accordance with CFC Section 505.1.1 through 505.1.2. Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response in accordance with this code and CFC Section 505.1.3. Where access is by means of a private road and the building cannot be viewed from the public way or when determined by the fire code official, a monument, pole, or other approved illuminated sign or other approved means

shall be used to identify the structure(s). Address identification shall be maintained.

94. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises on which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction, in accordance with CFC Section 507, Appendices B & C and Santa Rosa City Code.

- a. Fire-flow requirements for buildings or portions of buildings and facilities shall be determined by adopted CFC Appendix B.
- b. Fire hydrant systems shall comply with adopted CFC Section 507.5.1 through 507.5.8 and Appendix C.

95. Fire apparatus access roads shall be provided and maintained in accordance with CFC Section 503 and Appendix D.

- a. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
 - i. Traffic calming measures (bollards, speed bumps, humps, undulations, etc.) are not approved as a part of this review and require specific approval from the Fire Department.
 - ii. Should a security gate be planned to serve the facility, the gate shall be automatic operating by strobe-activation, equipped with a Knox Company key operated electric gate release switch with sub-mastered key option for the Police Department.
 - iii. During a power failure, gate shall release for manual operation OR be equipped with standby power or connected to the building emergency panel.
 - iv. In addition to sending the request to exit signal to the gate operator, the magnetic detection loop (when activated) shall prohibit the gate from closing upon fire apparatus.
- b. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided in accordance with CFC D105. For purposes of this requirement, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30

feet from the building and shall be positioned parallel to one entire long-side of the building as approved by the fire code official. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. There shall be no architectural features, projections or obstructions that would limit the articulation of the aerial apparatus.

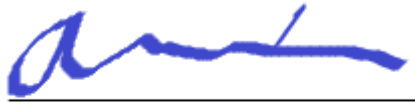
- c. Multiple-family residential projects having more than 50 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
 - d. Required Fire Department access roads shall be signed “No Parking – Fire Lane” per current Fire Department standards.
 - i. Parking allowed only in designated spots. All curbs shall be painted red and posted “No Parking”.
 - e. A Fire Department key box shall be provided on the front of each structure for access to fire protection equipment within the building.
96. The provisions of the adopted CFC shall specify where fire protection and life safety systems are required and shall apply to the design, installation, inspection, operation, testing and maintenance of all fire protection systems.
- a. Approved automatic fire sprinkler systems in new buildings and structures shall be provided in the locations described in adopted CFC Sections 903.2.1 through 903.2.20. Approved automatic fire sprinkler systems in existing buildings and structures shall be provided in locations described in adopted CFC Section 903.6.
 - i. Structure will be required to be protected by an automatic fire sprinkler system.
 - 1. If required Fire Department Connection (FDC) for the sprinkler and standpipe systems shall be located on the street side of the structure or facing approved fire apparatus access roads fully visible and recognizable from the street, and within 100 feet an approved fire hydrant.
 - 2. Automatic sprinkler system shall be installed prior to construction exceeding 40 feet in height above the lowest level of fire department vehicle access. Such automatic sprinkler system shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring.

- b. Structure will be required to install a standpipe system in the building.
 - i. Not less than one standpipe shall be provided for use during construction. Such standpipes shall be installed prior to construction exceeding 40 feet in height above the lowest level of fire department vehicle access. Such standpipes shall be provided with fire department hose connections at floor-level locations adjacent to stairways as construction progresses, such standpipes shall be extended to within one floor of the highest point of construction having secured decking or flooring.
- 97. A Phase 1 Environmental Site Assessment shall be provided directly to the Fire Department Hazardous Material Program for review. Phase 1 shall be approved prior to issuance of any grading, demolition, or construction permit.
- 98. Storage or use of any hazardous materials at the site will require a Hazardous Materials Business Plan to be submitted to the CA Environmental Reporting System on-line reporting program.
- 99. The following are a list of deferred plan submittal items that will be required by the Fire Department - additional items may be called out based on proposed use(s) of commercial spaces:
 - a. Private Underground Fire Main
 - b. Standpipe System
 - c. Fire Sprinkler System
 - d. Fire Pump (to be determined)
 - e. Fire Alarm
 - f. Emergency Responder Radio System (to be determined)
 - g. Gates and barricades across fire apparatus access roads

PARKS AND RECREATION (from Memo dated Wednesday, July 7, 2021)

- 100. The property owner shall enter into an agreement to provide maintenance and insurance coverage for the "Mews" access path.
- 101. If the trail goes in during this phase, then so should the trees.
- 102. Continue Trees down Drive Lane/Parking area and along the Multi-Use Trail.
- 103. Drive Lane/Parking area to remain as private property and maintenance will be the property owner's responsibility.
- 104. Street trees will be required on 6th St.
- 105. All bio-retention and all street trees and associated landscape, whether in the Right of Way, is the property owner's responsibility...at no time will the city be responsible for any landscape maintenance of street trees/bio-retention areas and/or landscape areas along the street.

106. Assuming the play areas will not have public access and that the gate located near them is for egress only (or keyed for tenants only).



A. R. Jesús McKeag

PROJECT ENGINEER

RESOLUTION NUMBER

RESOLUTION OF THE DESIGN REVIEW BOARD OF THE CITY OF SANTA ROSA GRANTING DESIGN REVIEW APPROVAL FOR THE DOWNTOWN STATION (SMART SITE) RESIDENTIAL DEVELOPMENT, A SIX-STORY, 114-UNIT RESIDENTIAL DEVELOPMENT, WITH 10.5% OF THE UNITS DESIGNATED AFFORDABLE, LOCATED AT 34 W. 6TH STREET AND 2 4TH STREET, IN THE RAILROAD SQUARE PRESERVATION DISTRICT, ASSESSOR'S PARCEL NUMBERS 010-166-003 & 010-171-019; FILE NUMBER DR21-021

WHEREAS, on September 16, 2020, the Project was reviewed at a joint meeting by the Cultural Heritage Board and the Design Review Board as a Concept Item and comments, recommendations, and considerations were provided by both Boards; and

WHEREAS, on April 21, 2021, the Project applications, including a Major Landmark Alteration Permit and Major Design Review Permits, were submitted to Planning and Economic Development requesting a new six-story, 114-unit, multi-family residential structure with associated amenities including a pool, outdoor play area, outdoor fitness area, new 26-foot wide public pathway, and new portion of the SMART multi-use pathway for the property at 34 W. 6th Street and 2 4th Street, also known as Assessor's Parcel Nos. 010-166-003 & 010-171-019; and

WHEREAS, on June 2, 2021, a Neighborhood Meeting was held for the Project to allow residents and interested parties to attend and provide feedback for the proposed project; and

WHEREAS, on November 17, 2021, the Cultural Heritage Board of the City of Santa Rosa approved the Major Landmark Alteration Permit, after it received written and oral reports of staff, testimony, and other evidence presented by all those who wished to be heard on the matter; and

WHEREAS, on December 16, 2021, the Design Review Board of the City of Santa Rosa considered Major Design Review for the Downtown Station (SMART Site) residential development, a new six-story, 114-unit, multi-family residential structure with associated amenities including a pool, outdoor play area, outdoor fitness area, new 26-foot wide public pathway, and new portion of the SMART multi-use pathway for the property at 34 W. 6th Street and 2 4th Street, also known as Assessor's Parcel Nos. 010-166-003 & 010-171-019; and

WHEREAS, the Design Review Board, at the same time considered written and oral reports of staff, testimony, and other evidence presented by all those who wished to be heard on the matter; and

WHEREAS, the Design Review Board, after due consideration of all evidence and reports offered for review, does find and determine the following:

1. 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). Specifically, the Project site is designated Station Mixed Use on the General Plan Land Use Diagram and is zoned SMU-H (Station Mixed Use – Historic) within the Downtown Station Area Specific Plan boundary, which allows multifamily residential is allowed by-right to support the economic vitality of Santa Rosa's downtown. Moreover, the Project implements Downtown Station Area Specific Plan goals and policies such as LUL-C-1, LUL-C-7, and LUL-L, Design Guidelines 3.2.II.7, 2.4.3, 2.4.4, 2.4.7, and complies with all development standards within the SMU-H

zoning district. Finally, the -H combining district requires a Landmark Alteration Permit, which was approved by the Cultural Heritage Board on November 17, 2021, and no appeal was filed; and

2. 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) in that the Project implements several goals and policies from the Design Guidelines relating to neighborhood design, the Downtown Station Area, multifamily residential development, and landscape design. The Project responds thoughtfully to the natural and built environment by proposing a design that is appropriate for its location and use, which provides connectivity to transit, bicycle, and pedestrian networks. Building architecture utilizes materials, details, and form to provide interest and compatibility with the surrounding area. Finally, the site plan, including building placement, landscaping, and internal circulation, reinforces the sense of place within the Railroad Square Preservation District; and
3. The design and layout of the proposed development will not interfere with the use and enjoyment of neighboring existing or future developments in that the Project is designed in compliance with the development standards of the Zoning District, includes a layout respectful of neighboring properties, and features improvements which will benefit residents and visitors of the area. Specifically, the project will strengthen Downtown Santa Rosa pedestrian connectivity by creating a new multi-use path along the eastern property line connecting W 6th Street and the SMART Downtown Station. A 26-foot wide pathway on the southern side of the proposed building connects the western side of the property to the new SMART multi-use path. Project amenities include a fenced-in community pool open to residents and the existing neighborhood residents, while other amenities such as a play area for children, outdoor exercise equipment, outdoor tables, and seating will enhance the use and enjoyment of neighboring existing or future developments; and
4. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood in that the new building transitions smoothly between the neighboring single-family and existing commercial uses by incorporating several architectural features found throughout the Railroad Square Preservation District while also providing adequate distance between the proposed building and the residences of the West End Preservation District as to not overwhelm existing development. The District Compatibility Report, prepared by Kara Brunzell, dated November 5, 2021, found that the project will not copy specific features of adjacent historic buildings in order to avoid creating a false sense of history or a cartoonish historicism. Ground-floor materials on the west elevation will respond to the adjacent historic brick warehouse; brick cladding, metal handrails, and steel awnings will be utilized, and imitation materials will be avoided, creating compatibility with the Railroad Square and West End Preservation Districts; and
5. 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 in that the the Project establishes visual interest through the use of architectural features and durable materials and provides visibility and safety for its residents and the surrounding area. Front porches that activate the street frontage are proposed along W 6th Street and the new pedestrian pathway on the southern side of the building provides activity generating features for future residents and pedestrians. The building includes street-facing windows that break up the massing and allow

more eyes on the street and all balconies are located on the south elevation. The proposed materials wrap all four sides of the new structure and include a variety of architectural features resulting in an architecturally compatible structure to the Railroad Square Preservation District and to the City. The fencing, light fixtures, and accessory structures are compatible with the main building; and

6. 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 in that the Project site is designated for higher density housing on the General Plan Land Use Diagram in an area where all utilities and public services are available. The Project plans have been reviewed various City staff in compliance with applicable City standards; and
7. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) in that the project is statutorily exempt from CEQA pursuant to Government Code Section 65457 and CEQA Guidelines Section 15182(a)(c) in that the project would develop a residential land use that is undertaken to implement, and is consistent with, the Downtown Station Area Specific Plan and the certified Subsequent Program EIR (SCH 2006072104). No events subsequent to certification have required a supplemental EIR pursuant to Public Resources Code Section 21166. The residential intensity, design, and infrastructure plan of the proposed project is consistent with the adopted Specific Plan's goals and policies.

NOW, THEREFORE, BE IT RESOLVED, the Design Review Board of the City of Santa Rosa does hereby grant Design Review approval for the Downtown Station (SMART Site) Residential Development Project, subject to each of the following conditions:

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

GENERAL:

1. Compliance with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval. All fees must be paid prior to issuance of a building permit.
2. Plans submitted for building permit must be consistent with the plans approved by the Design Review Board, dated January 6, 2022.
3. Construction hours shall be limited to 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.
4. Comply with the Sonoma-Marín Area Rail Transit District (SMART) comments dated June 9, 2021, attached hereto and incorporated herein as Exhibit B.
5. The project shall comply with City Code Section 21-02, Housing Allocation Plan, through (a) provision of the appropriate number of on-site affordable units, (b) payment of Housing Impact Fees, or (c) an alternative compliance proposed in accordance with City Code Section 21-02.070 and approved by the Director of Planning and Economic Development. For purposes of this condition, the Director of Planning and Economic Development is designated as the review authority for review and acceptance of innovative Housing Allocation Plan compliance strategies under City Code Section 21-02.070(G).

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ENGINEERING DIVISION:

6. Comply with Engineering Development Services Exhibit “A” dated January 4, 2022, attached hereto and incorporated herein.

PLANNING DIVISION:

7. The following shall be a note on plans involving ground disturbing activities and implemented throughout the Project’s construction: Should human remains be discovered during construction, all construction activities shall be halted immediately within 50 feet of the discovery, the City shall be notified, and the Sonoma County Coroner shall be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

If evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during excavation or other earth-moving activities, the qualified archaeologist shall assess the significance of the find(s) and determine the appropriate treatment. Appropriate treatment may include recordation and/or additional excavation. A monitoring report shall be completed by the archaeological monitor at the end of construction. This report shall include a brief summary of the pre-construction cultural resource awareness training and the results of monitoring. The monitoring report shall be kept on file with the City.

8. PROJECT DETAILS:

- A. All project details shall be in accordance with the restrictions and limitations of the City Zoning and California Building Codes, as well as the City's Design Review Guidelines.
- B. The design of all fencing, sound walls, carports, trash enclosures, and similar accessory site elements shall be compatible with the architecture of main buildings and shall use similar materials. The design must be approved by the Planning Division prior to issuance of a building permit.
- C. All roof appurtenances, accessory equipment, and meters must be totally screened from public view by an architectural design consistent with the building architecture element approved by the Design Review Board or Planning Division.
- D. All outdoor storage of materials and/or refuse bins/cans shall be maintained within a completely screened structure or area. The design of the screened structure or area shall be approved by the Planning Division prior to issuance of a building permit.

9. LANDSCAPING:

- A. All required landscaping and irrigation must be installed prior to occupancy per the approved final plans.
- B. Construction drawings submitted for issuance of a building permit shall include final landscape and irrigation plans, except where not required.

Res. No. _____

- C. All landscaping must be continuously maintained in a healthy and attractive condition, free of weeds and debris, in accordance with the approved plans. Dead and dying plant materials shall be replaced with healthy specimens as necessary.

10. LIGHTING:

- A. All exterior lighting shall be shown and specified on the plans submitted for issuance of a building permit in accordance with the Design Review approval.
- B. All outdoor lighting shall comply with the City's Lighting Ordinance in Zoning Code Section 20-30.080.

11. PARKING LOT AREA:

- A. The parking lot shall be paved to City standards.
- B. The parking lot shall be provided with concrete curbing around all planter areas unless specifically approved by the Planning & Economic Development Department in some other fashion.
- C. The parking lot shall be striped according to City standards and all handicapped and compact spaces shall be identified and marked accordingly.
- D. Bicycle parking shall be provided in accordance with Zoning Code requirements. The location and number of spaces shall be shown on the site plan submitted for issuance of a building permit.

12. NATURAL RESOURCES:

- A. Advisement. The applicant, its successors, heirs, assigns or transferees are advised in writing that this approval or permit prior to the start of any construction may be subject to certain other clearances, approvals, permits, or authorizations by state and/or federal agencies. The applicant shall acknowledge in writing receipt of the above advisement.
- B. Mitigation requirement. The City's approval or permit is valid only if the applicant, its successors, heirs, assigns or transferees, comply with the terms, conditions and mitigations set forth in any clearance, permit or approval except that any permit condition or mitigation that requires project redesign shall trigger a review by the City of Santa Rosa Director of Planning & Economic Development to determine if the project as redesigned is consistent with the original approval. A project that the City determines is not consistent with the City approval shall not be granted subsequent entitlements, such as approval of improvement plans and final maps, but excluding grading or building permits of any type. Such a project would have to be resubmitted to the City and reviewed by the City as a new project, including the submittal of a new application and fees.
- C. Power to stop work if violation occurs. Nothing in this approval shall prevent the City of Santa Rosa from exercising its power to stop work in instances where a violation of state or federal law is brought to the City's attention.

- D. No building or grading permit of any type shall be issued by the City until a required federal or state, as applicable, clearance or authorization, with or without conditions, has been filed with the City.

DESIGN REVIEW BOARD

13. add/delete text as needed

14. add/delete text as needed

DULY AND REGULARLY ADOPTED by the Design Review Board of the City of Santa Rosa on this 6th day of January 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Approved: _____
Drew Weigl, Chair

Attest: _____
Amy Nicholson, Executive Secretary