

**RESOLUTION NO. INSERT ZA RESO NO.**

**RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF SANTA ROSA  
APPROVING MINOR DESIGN REVIEW FOR PULLMAN LOFTS PHASE II  
(BUILDING C) FOR THE PROPERTY LOCATED AT 701 WILSON ST SANTA ROSA,  
APN: 010-091-005, FILE NO. PRJ22-004**

WHEREAS, an application was submitted requesting the approval of a Minor Design Review for the Pullman Lofts Phase II project (Project), comprised of a 5-story, 40-unit, market-rate multi-family residential building with 5 percent of the units reserved for qualifying low-income households, the project includes four units and five tuck-under parking spaces on the ground floor and nine units located on each of the upper floors (floors 2-5), with units ranging in size from 414 to 625 square-feet, for the property located at 701 Wilson Street, also identified as Sonoma County Assessor's Parcel Number 010-091-005; and

WHEREAS, the Project site is located within the Downtown Station Area Corridor Priority Development Area (PDA), as described in Zoning Code § 20-16.070, Figure 1-1; and

WHEREAS, applications for Design Review for multi-family residential development for projects within the Downtown Station Area PDA are delegated to the Zoning Administrator, through the Minor Design Review process in accordance with § 20-16.070(A), subject to Conceptual Design Review by the Design Review Board for new development of 10,000 square-feet or more in total floor area and a pre-application Neighborhood Meeting as required by § 20-16.070(A)(2); and

WHEREAS, the Minor Design Review approval to allow the proposed project is based on the project description dated received April 8, 2022 and official approved exhibit dated received April 26, 2022; and

WHEREAS, a neighborhood meeting was held on January 12, 2022, pursuant to Section 20-50.050 and Section 20-16.070, which had approximately 20 attendees who generally expressed support for the proposed land use of Multifamily development, but expressed concerns related to traffic and parking issues that could potentially result from the project's operation. Attendees also expressed broad support for the proposed project design, but recommended additional landscaping where possible and incorporation of public art. The recommendation related to landscaping was accounted for in the final project plan set in that the applicant has incorporated a vertical landscaping trellis to accommodate additional landscaping on each building facade. The recommendation related to public art has been accounted for in that the applicant has excavated approximately 800 pounds of buried railroad tracks from the site and plans to use this salvaged material as complementary accents throughout the exterior of both Phase 1 and Phase 2 buildings; and

WHEREAS, the project received Concept Design Review on January 20, 2022, by the Design Review Board (DRB) pursuant to Section 20-50.040 and Section 20-16.070, where the

DRB provided comments that the applicant has incorporated into the project design as described in the project description (Agenda Attachment 1), including relocating the electric vehicle charging station to be more centrally located, changing the material at the corner of Wilson Street and 8<sup>th</sup> Street to achieve greater consistency with the overall design of the project, adding an additional stucco color to the body of each building facade to provide more color vibrancy and achieve greater color consistency with the building that is currently being constructed as Pullman Lofts Phase 1, additional building articulation has been provided to help break up the large façade facing 8<sup>th</sup> street, the rooftop mechanical equipment has been relocated further from the edge of the rooftop, additional drawings have been submitted that demonstrate screening of the mechanical equipment, and additional trellises have been provided at the first level along Wilson Street and at the northeast corner of the building to facilitate additional landscaping on the project; and

WHEREAS, the project complies with the Inclusionary Housing Ordinance of the City of Santa Rosa (Section 21-02.050) in that the project is located within the Downtown Station Area Specific Plan (DSASP) boundary and proposes to provide at least four percent of the new dwelling units as affordable to low income households (maximum 80% of area median income) and as such has requested a modification of development standards to reduce the required 5-foot to 12-foot front setback for residential ground floor uses from 8<sup>th</sup> Street to zero feet which allows the site to be developed at the property line adjacent to the sidewalk along 8<sup>th</sup> street, which is a request that has been reviewed and approved by the Director of the Planning and Economic Development Department pursuant to Section 21-02.110; and

WHEREAS, the subject property, located at 701 Wilson Street, is located within the boundaries of the DSASP; and

WHEREAS, the City Council, on October 13, 2020, adopted the Downtown Station Area Specific Plan (DSASP) and associated Final Subsequent Environmental Impact Report (Final SEIR) and adopted Findings of Fact and a Mitigation Monitoring and Reporting Program for the DSASP; and

WHEREAS, implementation of the project is within the scope of the DSASP and associated environmental impacts were previously reviewed in the Final SEIR; and

WHEREAS, the project is eligible for streamlined review pursuant to CEQA Guidelines Section 15182; and

WHEREAS, the Environmental Checklist for Streamlined Review prepared for the project, Exhibit B hereto, demonstrates that construction and operation of the project is within the scope of the DSASP Final SEIR, certified by the City of Santa Rosa in 2020, and concludes that the project will not result in new or more severe significant impacts that were not previously identified and mitigated in the Final SEIR, and no substantive new mitigation measures would be required for implementation of the project; and

WHEREAS, there are no impacts peculiar to the project site and there have been no substantial changes in environmental circumstances that would result in new or more severe

significant environmental effects than were identified and evaluated in the DSASP Final SEIR; and

WHEREAS, no subsequent or supplement EIR or other CEQA evaluation is required for the proposed project and the project has been reviewed in compliance with CEQA; and

WHEREAS, the matter has been properly noticed as required by Section 20-66.020 in that the applicant requested the project be elevated to a Public Hearing pursuant to Section 20-16.090;

NOW, THEREFORE, BE IT RESOLVED that in accordance with Section 20-52.030.I, the Zoning Administrator of the City of Santa Rosa finds and determines that:

1. The design and layout of the proposed development is of superior quality, and is consistent with the General Plan, any 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) in that the project received Concept Design Review by the DRB, who supported the overall design and layout of the project and provided recommendations related to the project's design and layout that the applicant has incorporated into the final plan set. The project is consistent with the General Plan Land Use (GPLU) designation of Neighborhood Mixed Use (NMU) which allows for new multifamily residential development in all-residential buildings and supports the construction of low- and mid-rise apartments, and the project complies with maximum Floor Area Ratio (FAR) of four in that the project proposes a FAR of 3.19. The aggregate FAR of the entire site, which includes the development included in the approved Pullman Lofts Phase 1 project, is 1.34. The project also complies with all applicable development standards established by the Zoning Code with the exception of providing a 5-foot to 12-foot front setback along the 8<sup>th</sup> street frontage which is a modification request made pursuant to the City's Inclusionary Housing Ordinance and has been approved by the Director pursuant to Section 21-02.110, and the project is consistent with all design standards and incorporates several urban design guidelines established by the DSASP;
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 in that the project promotes incorporation with the natural and built environments as an expression of the design concept by placing medium-density residential development that proposes a design appropriate for its location and use. The project site is within one-quarter mile walking distance from the nearest Santa Rosa CityBus bus stop, within one-third mile of the Downtown Santa Rosa Sonoma Marin Area Rapid Transit (SMART) train station and within 1.5 miles of the North Santa Rosa (SMART) train station. Further, both of the SMART stations can be accessed from the site via the Smart Trail which is a dedicated Class 1 shared-use path and excludes car access. The project promotes superior design through thoughtful consideration of architecture via use of form,

massing, materials, and detailing as an expression of the design concept in that the project's architecture is reflective of and consistent with the vision of the DSASP that encourages visually interesting design which the project achieves by proposing landscaping lattice, exterior balconies, varied stucco colors, and varied exterior wall depth. The project promotes superior design through thoughtful consideration of placemaking and livability by conveying a preference for human spaces by providing five on-site parking spaces, which is consistent with the minimum parking requirement of zero established by Zoning Code Section 20-36.050 and allows the project to maximize the site's ability to accommodate residential development. The project also shares on-site parking and provides amenities in conjunction with the Pullman Lofts Phase 1 project that is currently under construction as described below in Finding #5;

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 immediately surrounding area is also located within the Neighborhood Mixed Use zoning district and Neighborhood Mixed Use GPLU which establish the same development standards that are applicable to the project site. The project complies with the maximum FAR which implements the vision of the DSASP as it relates to building height and residential density at the proposed project site, and consists of transit oriented development that reduces anticipated parking needs of the project due to its proximity to quality public transit options. The project's construction and operation will require compliance with the City's Lighting and Noise Ordinances which reduce the impacts to surrounding land uses;
4. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood in that the proposed five-story multifamily development provides a modern architectural character that is consistent with the architectural guidelines established by the Urban Design section of the DSASP, which dictates future development projects in the surrounding area and requires that projects incorporate visually interesting architectural design features that avoid a large-scale, bulky or "box-like" appearance. The project achieves consistence with these guidelines by incorporating landscaping lattice, exterior balconies, varied stucco colors, and varied exterior wall depths;
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 project would result in 40 residential units developed in a transit oriented and walkable environment in an urban environment with close proximity to a wide range of services. The proposed project includes shared amenities with the Pullman Lofts Phase 1 project that is currently under construction including a dog run, dog wash station, pool area, gym, bike storage, office, conference room, and community lounge;
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 implements the vision of the DSASP related to residential density, building design, and building height. The project proposes five parking spaces that can be used for both short-term drop-offs and pickups and longer-term residential uses while the project's location, in a walkable environment with close proximity to multiple public transit options, would reduce the overall reliance on cars, which in turn reduces the demand for on-site parking spaces;

7. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and qualifies for a statutory exemption under CEQA Guidelines Section 15182 in that the project consists of a residential project that is consistent with the adopted DSASP for which an Final SEIR was prepared and certified by the Council on October 13, 2020, and a consistency analysis (Pullman Phase II – Building C Project Environmental Checklist) was prepared by M-Group, dated June 2022, to support this finding and is hereto as Exhibit B.

This entitlement would not be granted but for the applicability and validity of each and every one of the below conditions and that if any one or more of the below conditions is invalid, this entitlement would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval. The approval of the project is contingent upon compliance with all the conditions listed below. Use shall not commence until all conditions of approval have been complied with. Additional permits and fees are/may be required. **It is the responsibility of the applicant to pursue and demonstrate compliance.**

#### Conditions of Approval

1. 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.
2. Obtain building permits for the proposed project.
3. Deferred submittals will be required at a minimum for the Standpipe System, Gate Access, Fire Alarm, Fire Sprinklers, and Underground Private Fire Main.
4. The project is subject to the building codes in effect at time of building permit application. The next code cycle is scheduled to go into effect on January 1, 2023.
5. The project shall provide either:
  - a. At least 4% of the total units affordable to low income households, or
  - b. At least 3% of the total units affordable to very low income households.
6. Parks acquisition and/or park development fees shall be paid at the time of building permit issuance. The fee amount shall be determined by the resolution in effect at the time.
7. All landscaping and container plantings shall be privately maintained and irrigated.
8. Coordinate with Pacific Gas and Electric Company (PG&E) to relocate and furnish new service to the proposed development.

9. Before any digging or excavation occurs, the applicant shall contact Underground Service Alert a minimum of two working days prior to commencing any work to ensure all existing underground utilities are identified and marked on site.
10. Compliance with SB1383 which requires composting be made available to residents that complies with Recology's Bin Enclosure Access Specification document.
11. Any trees or vegetation near the SMART right-of-way must be maintained to ensure there is no vegetation overhang into the SMART right-of-way. Overhang is not permitted to ensure safe train operations.
12. Drainage onto the SMART right-of way is not permitted.
13. Fencing must be installed between the project and the SMART right-of-way that is at least six feet tall with one inch of mesh (if chain link fencing is chosen).
14. Construction hours shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. Saturdays. No construction is permitted on Sundays and holidays.
15. No signs are approved as part of the Project. Signs will require separate Planning and Building permits.
16. The Project shall comply with City Code Section 21-08, development requirements relating to public art.
17. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.
18. Comply with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval.
19. Comply with the City's Noise Ordinance (City Code Chapter 17-16).
20. Comply with the City's Outdoor Lighting Ordinance (Zoning Code Section 20-30.080).
21. Compliance with all conditions included in the Engineering Development Services (EDS) Exhibit "A" dated June 8, 2022.

This Minor Design Review is hereby approved on June 13, 2022. If conditions have not been met or if work has not commenced within 24 months from the approval date, this approval shall automatically expire and be invalid unless an application for extension is filed prior to expiration. This approval is subject to appeal within ten calendar days from the date of approval.

APPROVED: \_\_\_\_\_  
AMY NICHOLSON, ZONING ADMINISTRATOR

Exhibit A - Engineering Development Services Exhibit "A" dated June 8, 2022

Exhibit B – CEQA Consistency Analysis, M-Group, June 2022