

ATTACHMENT 4

RESOLUTION NUMBER 15-905

RESOLUTION OF THE DESIGN REVIEW BOARD OF THE CITY OF SANTA ROSA GRANTING PRELIMINARY AND FINAL DESIGN REVIEW APPROVAL FOR PULLMAN LOFTS, LOCATED AT 701 WILSON STREET, FILE NO. DR14-064

WHEREAS, on June 4th, 2015 the Design Review Board of the City of Santa Rosa considered construction of 72 multi-family residential apartment units and the rehabilitation of a historic building to serve as a community center and commercial retail space; 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, Govt. Code §65457(a) indicates that the California Environmental Quality Act (CEQA) does not apply to any residential development project (including any subdivision) or any zoning change that is undertaken to implement, and is consistent with, a specific plan for which an EIR was certified after January 1, 1980. Under this statutory exemption, the Lead Agency does not have to determine whether the project will result in significant environmental impacts before approving it; and, if the project is consistent with a specific plan for which an EIR has been certified, it is statutorily exempt from further CEQA review regardless of its environmental impacts; and,

WHEREAS, the Santa Rosa Downtown Station Area Plan Environmental Impact Report (Specific Plan EIR) is a program EIR and was certified on October 9th, 2007; and,

WHEREAS, the project must still implement mitigation measures from the Specific Plan EIR applicable to the project and the appropriate mechanism to do so is a mitigation monitoring and reporting program (MMRP). Environmental studies were conducted to analyze the project's potential impacts, and ensure there were no impacts beyond those previously analyzed in the Specific Plan EIR. Appendix B to this resolution includes the CEQA Determination of Project Consistency with the Santa Rosa Downtown Station Area Specific Plan (Specific Plan) and the Santa Rosa Downtown Station Area Plan Environmental Impact Report (Specific Plan EIR), including a Mitigation Monitoring And Reporting Program (MMRP) tailored to this project. The MMRP incorporates all applicable mitigation measures developed in the Specific Plan EIR and provides the support necessary to describe the project, provide relevant background information, a discussion of project issues and a summary of the project's consistency with the Specific Plan. The CEQA Determination of Project Consistency with the Santa Rosa Downtown Station Area Specific Plan (Specific Plan) and The Santa Rosa Downtown Station Area Plan Environmental Impact Report (Specific Plan EIR), including a Mitigation Monitoring And Reporting Program (MMRP) tailored to this project, provides an analysis of impacts and mitigation measures identified in the Specific Plan EIR (and how they will be applied and implemented) and/or provides a discussion and substantial evidence as to why they do not apply to the project; 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); 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); 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 it has been designed and conditioned to ensure neighborhood compatibility; and
4. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood; 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 given that it has been reviewed for consistency with the City of Santa Rosa development criteria and approved by the Design Review Board and has been conditioned to maintain all required design elements; 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 it is a residential project implementing the goals and policies of the Santa Rosa General Plan 2035 and the Downtown Station Area Specific Plan; and
7. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and has been determined to meet the criteria for a Statutory Exemption under Government Code Section 65457.

NOW, THEREFORE, BE IT RESOLVED, the Design Review Board of the City of Santa Rosa does hereby grant Preliminary Design Review of Pullman Lofts subject to each of the following conditions:

DEPARTMENT OF COMMUNITY DEVELOPMENT

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. All work shall be done according to the final approved plans dated May 26, 2015.

BUILDING DIVISION:

3. Obtain demolition permit(s) for the structures to be removed.
4. 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.
5. Obtain building permits for the new structure, the remodel of the existing building and for the related site improvements.

6. 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.
7. Comply with all Federal, State and local codes, disabled access included.

ENGINEERING DIVISION:

8. Compliance with all conditions as specified by the attached Exhibit "A" dated May 21, 2015.

PLANNING DIVISION:

9. The building materials, elevations, and appearance of this project, as presented for issuance of a building permit, shall be the same as that approved by the Design Review Board. Any future additions, expansions, remodeling, etc., will be subject to review and approval of the Planning Division.

10. **PROJECT DETAILS:**

- A. All project details shall be in accordance with the restrictions and limitations of the City Zoning and Uniform Building Codes, as well as the City's Design Review Guidelines.

11. **LANDSCAPING:**

- A. All required landscaping and irrigation must be installed prior to occupancy per the approved final plans.
 - B. 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.

12. **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 lighting shall be directed toward the subject property and away from adjacent properties.
 - C. The mounting height of lighting fixtures in parking and storage areas shall not exceed 16-feet in height. Lower mounting heights are encouraged.

13. **PARKING LOT AREA:**

- A. 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.

FIRE DEPARTMENT

14. Premise identification shall be provided per Fire Department requirements, including:
 - A. Provide 12 inch address characters at each building on the Wilson Street façade.

- B. Provide a Site Map and Directory at each major Site Entry.
 - C. Provide a 24 inch non-illuminated reflective roof-top address (numerals) see bulletin.
- 15. A Class 1 standpipe system is required in buildings three stories or more. Standpipes shall be interconnected, located in each stairwell, with outlets at all levels including Garage and Roof.
 - 16. Buildings create a structure of 121,000 sf. Buildings exceeding 25,000 ft² shall comply with the "In Building Public Safety Radio System" requirement of SRCC (CFC) 18-44.510.1.
 - 17. Provide a Phase 1 environmental site assessment at building permit submittal.

RECREATION AND PARKS DEPARTMENT

- 18. Street trees will be required and planted by the developer. Selection will be made from the city's approved master plan list. Planting shall be done in accordance with the city Standards and Specifications for Planting Parkway Trees. Tree planting location shall be marked by Parks Division Tree Section personnel. Contact the Parks Division Office (707) 543-3770 for copies of the master street tree list, standards and to request field markings. This declaration shall be added to the General Notes of the improvement plans.
- 19. Property owners shall be responsible for the irrigation and maintenance of the street trees and the maintenance of the planter strips in front of and alongside of their parcel(s).
- 20. 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.

DESIGN REVIEW BOARD

- 21. Confirm whether the 701 Wilson Street awning is historic or not; the Design Review Board's desire is to stay true to the historic nature of the structure.
- 22. The Board recommends landscaping at 8th Street parking lot, subject to approval by architectural historian.
- 23. The Board suggests incorporating resilient elements in landscape; use items that are not squishy.
- 24. Revisit the stucco infill at the existing door of 701 Wilson Street, subject to approval by architectural historian.
- 25. Develop the additional landscape and sight scape around 701 Wilson Street.
- 26. The Board suggests exploration of landscaping on upper floors.
- 27. The Board suggests exploring additional ways of incorporating daylight into upper floors.

DULY AND REGULARLY ADOPTED by the Design Review Board of the City of Santa Rosa Design Review Board on this 4th day of June, 2015, by the following vote:

AYES: (4) Hilberman, Anderson, Kincaid, Sunderlage

NOES: (0)

ABSTAIN: (2) Hedgpeth, Zucco

ABSENT: (1) Burch

Approved:



Doug Hilberman, Chair

Attest:


William Rose, Executive Secretary

TRANSPORTATION AND PUBLIC WORKS
ENGINEERING DIVISION

EXHIBIT "A"
May 21, 2015

701 Wilson St
PULLMAN LOFTS
Design Review
DR14-064

- I. Developer's engineer shall obtain the current City Design and Construction Standards and the Community 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 Guidelines. 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. In addition, the following summary constitutes the recommended conditions of approval on the subject application/development based on the plans stamped received March 19, 2015:

PARCEL AND EASEMENT DEDICATION

1. All dedications required shall be recorded prior to signature of Public Improvement Plans and issuance of an Encroachment Permit. Right of Way is to be dedicated to the City to back of curb with sidewalk contained in Public Access and Utility Easement between Right of Way limit and Building Face.

PUBLIC STREET IMPROVEMENTS

2. Public Improvement Plans will be required to be submitted to the Transportation and Public Works Department for review and approval of the improvements on Wilson Street, 8th Street, and 9th Street frontages. Improvement plans are to be signed prior to issuance of any Encroachment Permit or any Building Permit. A Demolition Permit may be issued for onsite work only, no abandonment of utilities in the street without an encroachment permit.
3. An Encroachment permit is required from Transportation and Public Works prior to start of any construction in the Public Right of way on in Public Easements.

Encroachment permit application will require a traffic control plan to be submitted and approved prior to issuance of permit.

4. Wilson Street shall be dedicated and improved as a Main Street along the entire project frontage. Half width street improvements from centerline to property line shall consist of a 16 foot travel way, with an 8 foot parking lane, and 10 foot sidewalk with street tree wells contiguous to curb adjacent to the new building location. Fire Code requires a minimum 26 foot clear travelway between parking lanes for high rise structures. The half street section adjacent to the historic building to remain shall be modified to reflect a 32 foot curb to curb width for 2-12 foot travelways maintaining the 8 foot parking lane along the easterly curb line. Wilson Street is to be reconstructed per City Standards and City Soils Lab recommendations. The existing easterly top of curb elevation of Wilson Street is to be used as control for the reconstructed street cross section and the new constructed centerline is to be measured 20 feet from the easterly curb line. The centerline grade is to be raised as necessary to reflect minimum cross fall to the new curb and gutter.
5. 8th Street shall be improved with a 20 foot radius curb return and diagonal Curb ramp per Caltrans Standard RSPA88A curb ramp at the intersection of Wilson Street. No bulb out onto 8th Street at the intersection is required but minor adjustment may be considered to accommodate curb ramp installation to avoid conflict with the historic building location. 8th Street shall maintain a half street section of 18 feet centerline to curb face for a 10 foot travel way with 8 foot parking together with 10 foot sidewalk contiguous to the curb.
6. 9th Street improvements shall consist of the removal and replacement to City Standards of existing curb, gutter, and driveway curb cut with new City Standard curb and gutter for a curb to curb width of 46 feet with 10 foot wide sidewalk contiguous to the curb
7. A sidewalk modification is required to provide ADA access to the entrance of the Historic Building remaining at the corner of 8th and Wilson Streets. The ADA access proposed is to be by a ramp in the sidewalk bordered with raised curb and handrail maintaining a minimum clear 4 foot wide sidewalk contiguous to the curb grade around the ramp location.
8. The intersection of Wilson and 9th Street shall be constructed with a 35 foot radius curb return with directional curb ramps per Caltrans Standard RSPA88A and no bulb out onto Wilson Street.
9. The parking lot of the Historic Building shall access 8th Street a new City standard 250B curb cut 20 feet wide.
10. Sidewalk improvements on 8th Street and 9th Street shall extend to the existing Multi Use Path, City File 2012-0002, and conform to line and grade of the pathway improvements.

11. Decorative luminaire Street lighting shall be installed per City Standard 615D for Street Lights.
12. This project is required to underground the overhead distribution electrical lines per the City Undergrounding ordinance. Existing overhead services shall be removed and overhead service lines placed underground along the project frontages of 8th, 9th, and Wilson Streets. No overhead services are to cross over public streets all services shall be placed underground. Overhead high voltage transmission lines may remain but utility poles are to be moved to behind the curb and spare conduit placed underground for the future undergrounding of the overhead.
13. Any work in the SMART Right of Way will require a separate Right of Entry Permit from SMART prior to starting construction.

TRAFFIC

14. The intersection of Wilson Street and Ninth Street shall be signalized. The traffic signal light system with associated crosswalks and the lane striping of the streets shall be approved by the City Public Works Traffic Engineer. Modification and additional dedications from the project site for the curb return and sidewalk area to contain all signal equipment may be required. The developer upon approval of the City Engineer may pursue reimbursement for a portion of the traffic signal to offset developers cost.
15. Wilson Street centerline shall be marked to match the structural centerline of the street and also as a "Sharrow" per CaMUTCD standards.
16. Wilson Street - 8th Street intersection shall be changed to a stop controlled intersection for southbound and northbound Wilson Street with "all way" plates installed on new and existing stop signs together with limit lines on northbound and southbound Wilson Street legs.
17. Conduit and pull boxes shall be installed per City Standard for future traffic signal interconnect along Wilson Street. A conduit pull boxes and wire will be required to be installed along the 9th street frontage and connect to the train house for train preemption of the traffic signal.
18. Landscaping adjacent to the garage ramp is to be kept to a 3 foot maximum height within a vision triangle area between lines starting at the centerline of driveway extending 20 feet along and 20 feet back from back the sidewalk.
19. 9th Street shall be striped to provide 2-5 foot bike lanes, 2-11 foot travelway ways with 14 foot two way left turn lane along project frontage between Wilson Avenue and the Railroad crossing and be signed for no parking on both sides of streets.

20. Parking near fire hydrant locations is restricted to provide 15 foot clearances on either side of the hydrant for a total of 30 feet of curb line. Curb is to be painted red and marked fire zone to provide fire hydrant clearances. Wilson Street is to be signed for no parking on the project side of centerline where the curb to curb width is 32 feet.

PRIVATE STREET/DRIVEWAY IMPROVEMENTS

21. The drive on 9th Street shall access through a City Standard 250A, curb cut, 30 feet wide for a 24 foot driveway width at back of sidewalk.

STORM DRAINAGE

22. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan Guidelines. Final Public Improvement Plans shall incorporate all SUSMP 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. Building Permit Plans shall be accompanied by a maintenance agreement or comparable document to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule.
23. Private storm drain force main for drainage pumps will require discharge to a private drainage structure that has gravity flow to the street, no direct force main connection to the public storm drain system is allowed.
24. Curb inlets on the 9th Street and Wilson Street frontages are to be relocated to the new curb line from the existing curb inlets any changes in grade and direction are to be through a structure.
25. Private storm drains are to connect to the public system through a storm drain manhole or curb inlet from a private inlet behind the sidewalk. All private storm drain pipe crossing through public right of way or Public Utility and Access Easements from private drainage inlets shall be a minimum 15 inch diameter. No blind connections to the public storm drain are allowed.

SANTA ROSA WATER

26. Applicant must install combination service per City Standard #870 for private fire main, domestic and irrigation meters. A public fire hydrant shall be provided at the combination water service connection on 9th Street. The service connections to the main shall require a Double Check Valve Backflow Device per City Standard 880 with a Fire Department Access for the fire main, a City Standard 876 Reduced Pressure Backflow Device for domestic services, and a City Standard 876 Reduced Pressure Backflow Device for the irrigation system. The

irrigation system shall have a separate metered connection to the public main. The flow calculations shall be submitted to the Utilities Department with the Encroachment Permit to determine adequate sizing.

27. Any existing sewer or water services shall be abandoned at the main per current Design and Construction Standards and shall be so noted on the Encroachment Permit and/or Improvement Plans.
28. Fire hydrants shall be provided along the Wilson Street and 9th Street frontages. Placement shall be provided in accordance with Fire Department requirements to coincide with fire tactics and equipment, and shall be identified via a reflectorized blue marker located in the center of the adjoining street. Fire hydrant type and installation shall comply with City Water Standard 857.
29. Submit landscape and irrigation plans in conformance with the Water Efficient Landscape Ordinance adopted by the Santa Rosa City Council, Ordinance 3925, on November 17, 2009. Plans shall be submitted with the Building Permit application. Submit the following with the above mentioned plans: Maximum Applied Water Allowance (Appendix A) and Hydrozone Table (Appendix B).



Larry Lackie,
Project Engineer