

RESOLUTION NUMBER 17-964

RESOLUTION OF THE DESIGN REVIEW BOARD OF THE CITY OF SANTA ROSA  
GRANTING PRELIMINARY AND FINAL DESIGN REVIEW FOR MODIFICATIONS TO  
THE PREVIOUSLY APPROVED PULLMAN LOFTS PROJECT, LOCATED AT 701  
WILSON STREET, ASSESSOR'S PARCEL NO. 010-091-005, FILE NO. DR17-060

WHEREAS, on June 4, 2015, the Design Review Board of the City of Santa Rosa held a duly noticed public hearing on an application for the Pullman Lofts mixed-use project (Project), at which all those wishing to be heard were allowed to speak or present written comments and other materials; and

WHEREAS, on June 4, 2015, the Design Review Board, by Resolution No. 15-905, granted Preliminary and Final Design Review for the Pullman Lofts mixed-use project; and

WHEREAS, on November 1, 2016, the City received an application to modify the previously approved Final Design Review for the Pullman Lofts with proposed changes to height, materials, landscaping, and architectural features; and

WHEREAS, on November 17, 2016, the Design Review Board considered written and oral reports of staff, testimony, and other evidence presented by all those who wished to be heard on the matter and made findings in connection therewith; and

WHEREAS, on November 17, 2016, the Design Review Board, by Resolution No. 16-940, granted approval of modification to Final Design Review for the Pullman Lofts mixed-use project; and

WHEREAS, on August 30, 2017, the Design Review Board held a Concept meeting to discuss additional changes proposed to the design of the Project; and

WHEREAS, on September 7, 2017, the Design Review Board of the City of Santa Rosa held a duly noticed public hearing on additional changes proposed to the design of the Pullman Lofts mixed-use project, at which all those wishing to be heard were allowed to speak or present written comments and other materials; 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 design will not interfere with the use and enjoyment of neighboring existing or future developments in that the proposed modifications to design have been assessed by staff for on-site circulation, traffic and fire safety, and the proposed development's interaction with the surrounding properties; and
4. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood in that the proposed changes utilize similar and complimentary materials and massing when compared to the approved project; 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 the project consists of architectural changes to an approved mixed-use development that is consistent with the Zoning and General Plan designation for the area; and
7. The project site is located within the downtown area boundary; pursuant to Zoning Code Section 20-36.070, downtown parking spaces shall have a minimum dimension of 8 feet by 18 feet in length.
8. The project has been reviewed and found in compliance with the California Environmental Quality Act (CEQA) in that it tiers off of the Downtown Station Area Plan Environmental Impact Report (EIR). A Mitigation Monitoring and Reporting Program (MMRP) was prepared and subsequently adopted by the Design Review Board as part of the project's original approval. The MMRP addresses potential project-specific impacts and provides measures that will reduce those impacts to levels less-than-significant. There are no substantial changes in the project, no substantial changes in circumstances, and no new information of substantial importance associated with the requested modification to Final Design Review that would necessitate additional environmental review.

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

1. Compliance with the findings and applicable conditions of Design Review Board Resolution No. 15-905, which was adopted on June 4, 2015.

2. Compliance with the findings and applicable conditions of Design Review Board Resolution No. 16-940, which was adopted on November 7, 2016.
3. 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, or as otherwise allowed by City Code.
4. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.
5. Compliance with the approved plans dated received September 7, 2017, unless otherwise directed in this approval.
6. Compliance with all conditions identified in the Engineering Division recommended conditions of approval, attached hereto and incorporated here as Exhibit A.
7. No signs are approved with this application. A separate sign permit is required.

#### **DESIGN REVIEW BOARD**

8. Consider altering height of stair towers at north and south of Buildings A and B.
9. Consider a trellis element along the CMU wall at the east side of the pool.
10. Consider moving the stair tower at the south elevation of Building B to the west.
11. Consider an alternate choice for pyracantha that is not invasive and that does not have poisonous thorns.

DULY AND REGULARLY ADOPTED by the Design Review Board of the City of Santa Rosa on this 7<sup>th</sup> day of September, 2017, by the following vote:

AYES: (5) Chair Burch; Board Members Briere, Grogan, Kincaid, Weigl

NOES: (0)

ABSTAIN: (2) Vice Chair Hedgpeth, Board Member Zucco

ABSENT: (0)

Approved:

  
Michael Burch, Chair

Attest:

  
Bill Rose, Executive Secretary

Attachment:

Exhibit A - Engineering Division recommended conditions of approval, dated September 7, 2017

TRANSPORTATION AND PUBLIC WORKS  
ENGINEERING DIVISION

EXHIBIT "A"  
September 7 , 2017

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 August 23, 2017:

**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, 8<sup>th</sup> Street, and 9<sup>th</sup> 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. Wilson Street is to be widened to 40 feet curb to curb with half width street improvements from existing centerline to property line consisting of a new 14 foot roadway section marked for a 12 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. Eighth 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 8<sup>th</sup> 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. 8<sup>th</sup> 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. Ninth 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. The curb return and sidewalk at the intersection of 9<sup>th</sup> Street and Wilson Street shall provide sufficient clearances to reflect the traffic signal design approved by the City Engineer.
7. A sidewalk modification is required to provide ADA access to the entrance of the Historic Building remaining at the corner of 8<sup>th</sup> 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 Ninth 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 8<sup>th</sup> Street a new City standard 250B curb cut 20 feet wide.
10. Sidewalk improvements on 8<sup>th</sup> Street and 9<sup>th</sup> 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 on the subdivisions interior streets. City Standard 611 cobra style street lights are to be installed along Wilson Street using LEOTEK LED fixtures. Street light spacing, wattages, and locations will be determined during the improvement plan review process.
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 8<sup>th</sup>, 9<sup>th</sup>, 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 is identified on approved City planning documents to be signalized. The Applicant's Traffic Engineer is to provide a Signal Warrant Analysis to determine if the signal is required to be constructed with this project. If construction of the signal is not warranted at this time by this project a "fair share" cost for the signal construction as determined by the City Engineer is required to be paid to the City prior to final inspection of the Building Permit. If the signal is constructed the developer upon approval of the City Engineer may pursue reimbursement for a portion of the traffic signal to offset developers cost.
15. The Applicant shall provide a full design and construction cost estimate for the traffic signal light system and appurtenances with associated crosswalks and lane striping of the streets for signalization of 9th Street and Wilson Street intersection for review and approval by the City Engineer. Any modification and additional dedications from the project site for the curb return and sidewalk area needed to contain all signal equipment will be required to be included on the public improvement plans as part of this project.
16. Wilson Street centerline shall be marked to match the structural centerline of the street and also as a "Sharrow" per CaMUTCD standards.
17. Wilson Street - Eight 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.

18. 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 9<sup>th</sup> street frontage and connect to the train house for train preemption of the traffic signal.
19. 9<sup>th</sup> 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.
21. Electrical boxes for 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."
22. Driveway exit onto Wilson Street shall maintain clear line of sight to pedestrians on sidewalk and Wilson Street with any fencing restricted to be on private property and outside of a vision triangle starting 30 feet as measured from edge of driveway and 10 feet from back of sidewalk.

#### **PRIVATE STREET/DRIVEWAY IMPROVEMENTS**

23. Access through site shall be one way direction with entrance on 9<sup>th</sup> Street and exit onto Wilson Street and posted as one way with directional arrows through site. The driveway width from 9<sup>th</sup> street shall be 20 feet to 150 feet from the back of sidewalk. The driveway width to Wilson Street shall provide the 26 foot back up requirement for the perpendicular parking.
24. Access from 9<sup>th</sup> street shall be through a City Standard 250A, 26-foot-wide commercial curb cut.
25. The driveway exit onto Wilson Street shall be through a City Standard 250A, curb cut, 30 feet wide for a 24-foot driveway width at back of sidewalk. Exit lanes

shall be divided marked and signed as exit only with left and right turn arrows marked on the pavement with travel lanes designated from back of sidewalk to gate location.

26. All vehicle gates shall be setback 20 feet from back of sidewalk.
27. Parking stalls shall be angled with single lane one way aisle and minimum width of 8 feet. Use of 8 foot parking stalls as shown on site plan are allowed in the Downtown Zoning district.

## **STORM DRAINAGE**

28. The developer's engineer shall comply with all requirements of the latest edition of the City Standard Urban Storm Water Mitigation Plan Guidelines. Building Permit Plans shall incorporate all SUSMP Best Management Practices (BMP's) and shall be accompanied by a Final Storm Water Mitigation Plan that addresses the storm water quality and quantity. Building Permit Plans shall be accompanied by a maintenance Declaration or comparable document to assure continuous maintenance in perpetuity of the SUSMP BMP's, and shall include a maintenance schedule.
29. The Final SUSMP Report submitted with the Building Permit Plans shall include breakdowns for the individual BMP's being used for their respective tributary basins together with the supporting calculations for the specific installations.
30. The Maintenance Declaration for the SUSMP improvements shall be recorded and copy of recorded Declaration submitted to the City with the Record Plans together with any information of the BMP LID's constructed and installed including manufacturers catalog cuts and recommendations prior to issuance of a Certificate of Occupancy.
31. After the SUSMP BMP improvements have been constructed, the developers Civil Engineer 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 subdivision improvements.
32. Curb inlets on the 9<sup>th</sup> 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.
33. 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.



## WATER

34. 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 9<sup>th</sup> 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.
35. 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.
36. Fire hydrants shall be provided along the Wilson Street and 9<sup>th</sup> 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.
37. 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.

  
Larry Lackie,  
Project Engineer