

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
STAFF REPORT FOR CULTURAL HERITAGE BOARD
NOVEMBER 17, 2021

PROJECT TITLE

Downtown Station (SMART Site)
Development

APPLICANT

Peter Stanley, ArchiLOGIX

ADDRESS/LOCATION

34 W 6th Street & 4 2nd Street

PROPERTY OWNER

Cornerstone Communities

ASSESSOR'S PARCEL NUMBER

010-166-003 and 010-171-019

FILE NUMBER

LMA21-008

APPLICATION DATE

April 21, 2021

APPLICATION COMPLETION DATE

September 27, 2021

REQUESTED ENTITLEMENTS

Major Landmark Alteration Permit

FURTHER ACTIONS REQUIRED

Major Design Review

PROJECT SITE ZONING

SMU-H (Station Mixed Use – Historic)

GENERAL PLAN DESIGNATION

Station Mixed Use

PROJECT PLANNER

Adam Ross

RECOMMENDATION

Approval

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Agenda Item #6.

For Cultural Heritage Board Meeting of: November 17, 2021

CITY OF SANTA ROSA CULTURAL HERITAGE BOARD

TO: CHAIR MEUSER AND MEMBERS OF THE BOARD
FROM: ADAM ROSS, INTERIM SENIOR PLANNER
SUBJECT: DOWNTOWN STATION DEVELOPMENT (SMART VILLAGE PROJECT)

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Planning and Economic Department that the Cultural Heritage Board (CHB), by resolution, approve a Landmark Alteration Permit for the Downtown Station (SMART Site) Development, a 114-unit, six-story, mixed-use building, with 12 units designated for low-income occupants, within the Railroad Square Preservation District, located at 34 W. 6th Street and 2 4th Street.

PROJECT DESCRIPTION

The Downtown Station (SMART Site) Development project (Project) proposes to construct a six-story, 114-unit mixed-use housing development, comprised of one-, two-, and “family” units with outdoor amenities such as a community pool and open gathering spaces on a 0.86-acre site within both the Downtown Station Area Specific Plan (DSASP) boundary and the Railroad Square Preservation District. 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. 75 parking spaces (0.7 spaces per unit) are located along a portion of a new street along the western property line. 10.5% of the residential units (12 units) will be designated affordable to low-income residents.

The amenities include a fenced-in community pool for residents located behind the proposed six-story building and between the new 26-foot wide pedestrian walkway. Additional amenities include a play area for children, outdoor exercise equipment, outdoor tables, and seating. A large hydroseeded field will be on the southern side of the property continuing onto the adjacent parcel, which will include native grasses and wildflowers. Other landscaping includes large specimen and shade trees, along with

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medium sized trees and small accent trees. The project will also be subject to the City's Water Efficient Landscape Ordinance.



BACKGROUND

1. Surrounding Land Uses

North: Neighborhood Mixed-Use

South: Station Mixed-Use

East: Neighborhood Mixed-Use

West: Station Mixed-Use

The Project is bordered by Chop's Teen Club and residential uses to the north; the 6th Street Playhouse and the old Cannery site to the west; W. 3rd Street and commercial uses to the south; and the SMART rail tracks, Downtown SMART Station, public parking and commercial uses to the east.

2. Existing Land Use – Project Site

The site is currently undeveloped, covered with gravel, and was previously used for construction staging for the Downtown SMART Station. This site is vegetated with various shrubs.

3. Project History

On September 16, 2020, the Project was reviewed by both the Cultural Heritage Board and the Design Review Board as a Concept Item. Both Boards provided comments, recommendations, and considerations for the Project.

On June 2, 2021, a Neighborhood Meeting was held for the Project to allow residents and interested parties to attend for an introduction of the Project and for attendees to provide feedback for the Proposal.

On April 21, 2021, the application was received by the Planning and Economic Development Department.

On May 15, 2021, a Notice of Application was sent to owners and occupants within 600 feet of the Project's property lines.

On September 27, 2021, the application was deemed complete.

PRIOR CHB REVIEW AND RECOMMENDATIONS

During the September 16, 2021, joint CHB and DRB meeting, the CHB provided the following comments, recommendations, and considerations:

- With the exception of the first floor, the materials are not representative of Courthouse Square or the West End.
- The building is the first of more to come and could set a pattern. In 50 years, it may be a contributing structure, be sensitive to the historic districts.
- The materials/design need to accurately reflect the historic districts adjacent to it.
- It is important to pay attention to neighbors as to how the project addresses the neighborhood, particularly West 6th Street.
- Show a stronger tie to the Cannery building and 6th Street [Playhouse] theatre.
- Consider using brick treatment on the ground floor; use of stoops and bricks work well at ground level.
- Would like the slow-moving road to be as calm of a street area as possible.
- Remember the water tower (although not part of this particular project).
- Strongly recommend against the addition of a parking structure in the area.
- Explore other nearby options – parking trade-offs or renting, etc. as the area is too congested to add new parking.
- The Project has been long-needed.
- The Project divides the Railroad Square District into two pieces.
- The purview of the CHB is the exterior interface of new projects within or adjacent to historic districts, as per Design Guidelines Section 4.7 Historic Districts: Maintaining architectural neighborhood character; Styles are not mandated; Compatibility with height and proportion of existing structures; Design/materials similar to the surrounding neighborhood. This building does not align with the other architecture in the area.
- It is recommended that the design team review Design Guideline 2.1G – New

Construction – height, rhythm, setbacks, materials/textures, roof forms, architectural details, and decorative features.

- The higher the building, the more in-keeping it with the historic district in order for it to remain compatible.
- Both the projects (Cannery and Downtown Station) should work together to coordinate the 4th Street walkway over the creek, to the creek.
- Complete the pathway along the tracks.
- Include 6th Street Playhouse on next set of elevations to show how this project relates to it.
- Show how the forms are not copied or directly addressed but relating to 6th Street.
- Give more consideration that does not isolate the Cannery Project.
- There are opportunities to strengthen the cultural importance of the site.
- 4th and 5th Street end at the east side of the rail tracks, but the visual corridor continues across the tracks to this site. There are opportunities to carry open space through the site and carry visual interest for the visual termination of those streets; a visual tie to draw people across the tracks to the site.
- Interface with the façade of the Cannery Building.
- Need visual connection to Railroad Square as well.
- Use some brick treatment to make it less white and glaring.
- More of a warehouse look is preferred to sleek and modern, especially in relation to the railroad tracks and Railroad Square.
- The Project needs more compatibility with the area.
- Consider artistic-associated structures to tie to the area.
- The height and white color will make it stand out in context from other buildings in the area but there is a balance between livability and historic compatibility.

ANALYSIS

1. General Plan

The [General Plan](#) addresses issues related to the physical development and the growth of Santa Rosa. The site is designated as Station Mixed Use on the General Plan Land Use Diagram. Areas with this designation are intended to provide for a range of visitor-serving uses, including retail, restaurants, entertainment, cultural amenities, and hotels in proximity to the Downtown SMART station. While commercial uses are emphasized, new multi-family housing will also be allowed to support the daytime and evening vitality of the Downtown Station Area. New development will be required to respect the historic character of the Railroad Square area, adding to the mix of uses and enhancing the walkable, pedestrian oriented streets and public spaces that attract local

residents, SMART train riders, and visitors from the wider region. The Station Mixed Use designation has a maximum FAR range of 3.0-6.0.

General Plan policies seek to ensure that new development is designed in character with historic structures. A representation of applicable General Plan goals include:

Land Use

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

Downtown/Downtown Station Area Specific Plan

LUL-C-1 Promote downtown as the center of the business, residential, social, and civic life of Santa Rosa by directing high intensity office uses, government, residential, and entertainment uses to locate downtown.

LUL-C-7 Permit residential uses in all land use categories within downtown.

LUL-L Ensure land uses that promote use of transit

Residential

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

Urban Design

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

Housing

H-A Meet the housing needs of all Santa Rosa residents.

H-C Expand the supply of housing available to lower-income households.

General Plan policies seek to ensure that new development is designed in character with historic structures. The Project contributes to the overall transportation element of the City and implements multi-modal transportation infrastructure by providing two pedestrian accessways through the site and connecting to the Downtown SMART station via a multi-use path. The Project is also respectful of the neighboring commercial, residential, and historic properties. The Project provides a transition from single-family residential units in the St. Rose Preservation District to the higher density housing and commercial uses within the Railroad Square Preservation District.

The site is allowed a Floor Area Ratio (FAR) of 3.0 to 6.0 and the Project implements a FAR of 3.0. The Project includes studio, one-, two-bedroom units, and family units, which provide flex rooms that can be used as bedrooms or other rooms to suit familial needs, while also designating 10.5% or 12 units as affordable to low-income residents increasing the number of affordable units within the City's downtown area. Finally, while the site is designated a contributor to the Railroad Preservation District, the existing condition of the property does not contain resources that qualify for listing on the California Register of Historical Resources, nor does it meet the criteria for designation on the National Register of Historic Places, as stated by Architectural Historian John W. Murphey, in the Historic Resource Analysis, dated September 15, 2021 and revised November 5, 2021, provided as Attachment 7.

2. Downtown Station Area Specific Plan

The [Downtown Station Area Specific Plan](#) (DSASP) discusses recently adopted land uses, development standards and implementation of the goal for a thriving downtown area. As discussed above, the Station Mixed Use (SMU) designation is intended for visitor-serving commercial uses, new multi-family housing will also be allowed to support the daytime and evening vitality of the Downtown Station Area.

The most applicable goals, that were not previously addressed in the General Plan section of this report, coupled with Staff's analysis are shown below:

- LU-1: Downtown Santa Rosa will be an energetic regional commercial and cultural center with a range of housing, employment, retail, entertainment, and restaurant options in a safe, vibrant, walkable environment.
- LU-2.7 Require new development within the Core Mixed Use, Station Mixed Use, Maker Mixed Use, and Neighborhood Mixed Use designations to achieve the mid-point or higher of the maximum FAR in all cases where FAR is established. Exceptions are allowed where parcel configuration, historic preservation or utility constraints make the mid-point impossible to achieve. On properties where no FAR is established the building's height shall be controlled through the applicable zoning.

By providing housing in the Downtown Station Area, the Project will have a positive effect on the downtown by putting residents within walking distance of services, shops, restaurants, and entertainment. Similar to the General Plan, the DSASP encourages a mix of single- and multifamily housing types that will meet the needs of residents in all income levels, abilities, and age groups. In addition to helping meet the housing needs of Santa Rosa residents, the proposed

development will provide an alternative type of housing product in its immediate area within walking distance of quality public transportation and many other services, both business and recreational. While the site does not achieve the midpoint FAR of 4.5, an exception can be granted due to the Project site's location within the Railroad Square Preservation District. Additionally, the exception can be also be granted due to the unique parcel configuration, which curves to follow the SMART Rail, while also requiring build-out of the SMART multi-use path. The SMART multi-use path is planned along the eastern property line for future development connecting the portion proposed as part of the Project, which would connect 6th Street with 3rd Street.

3. Zoning Code

The [Zoning Code](#) implements goals and policies of the General Plan by classifying and regulating the use of land and structure development within the City. The Zoning Code has been updated to reflect development standards implemented by the recently adopted DSASP. The Project site is zoned SMU-H (Station Mixed Use-Historic), where multifamily housing is allowed by right. Because the Project site is located within the DSASP and the -H (Historic) combining district, it is subject to both a Landmark Alteration Permit and Design Review.

The Project has been reviewed in compliance with development standards in the SMU zoning district:

Lot Coverage: 100% coverage is allowed.

Building Height: There is no maximum building height for buildings within the SMU zoning district; however, building heights greater than 35 feet or two-stories in a Preservation District are only permissible when:

- The review authority finds that the increased height does not detract from the character of the preservation district or any adjacent contributing properties; and
- The review authority may require conditions of approval that pertain to the placement of screens, the location and type of openings, the location and projections of sun decks, porches, balconies, patios, and similar architectural amenities, to enhance or preserve the residential privacy of the proposed structures and of any adjacent existing or anticipated residential structures or uses. ([20-28.040\(E\)\(3\)\(c\)](#)).

The building is proposed at approximately 75 feet to top of habitable space, with an approximately 85-foot total height with architecturally screened roofing.

A District Compatibility Report (Report) was provided for the Project by Kara Brunzell, a qualified Architectural Historian, dated November 5, 2021, which

found that, “The proposed project is six stories, which is taller than but compatible with adjacent structures. Although its massing and scale could potentially overwhelm a low-slung single-story historic residence, Railroad Square district contributors were constructed for commercial and industrial uses and are both taller and larger in scale than the buildings found in residential historic districts.” The Study also finds that the Project is distanced far enough from the Sixth Street Playhouse building that it will not detract from the character of the Railroad Square Preservation District and is even further from residences that are contributors to the West End Preservation District. For those reasons, the height of the proposed Project is compatible with both preservation Districts.

Setbacks: The project meets or exceeds all setbacks outlined for the SMU zoning district in [Table 2-8](#) of Zoning Code Section 20-23.040.

Traffic & Parking: The application materials included a Focused Traffic Study (Traffic Study), prepared by W-Trans, dated August 10, 2021, that concluded the project, “is expected to result in an additional 295 Tips per day including 23 new AM Peak Hour trips and 21 PM Peak Hour.” The Study also concluded that the project complies with all emergency access, site distance, circulation, and queuing requirements and would have less than significant impacts to Vehicle Miles Traveled (VMT) due to the Project’s proximity to the adjacent downtown SMART station and Downtown Santa Rosa.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Multi-Family Housing (Mid-Rise)	114 du	2.59	295	0.20	23	3	20	0.18	21	15	6

Note: du = dwelling unit

Pursuant to Zoning Code [Table 3-4](#) no minimum parking spaces are required for multi-family and affordable residential uses within the DSASP boundary. Therefore, the Project complies with minimum parking requirements. However, the Traffic Study dated August 10, 2021, by W-Trans, recommended that the Project include a Parking Demand Management Plan that could include incentives for residents to rely on other modes of transportation such as unbundling parking, a generous supply of bicycle parking, and providing a car share program.

Because the Project is located within a Preservation District, a major Landmark Alteration Permit is required Pursuant to [Zoning Code Chapter 20-58](#). The review authority must make the following findings, as shown on the draft resolution, before approving a Landmark Alteration Permit:

- The proposed changes are consistent with applicable zoning standards except as directed by Zoning Code Section [20-12.020](#).

- The proposed change implements the General Plan and any applicable specific plan.
- The proposed Project has been found in compliance with the California Environmental Quality Act.

In addition, the following criteria, also shown on the draft resolution, has been considered:

- Consistency of the proposed change with the original architectural style and details of the building.
- Compatibility of the proposed change with any adjacent or nearby landmark structures or preservation district structures that have been identified as contributors to the respective district.
- Consistency and/or compatibility of the proposed textures, materials, fenestration, decorative features and details with the time period of the building's construction.
- Whether the proposed change will destroy or adversely affect important architectural features.
- Consistency with applicable Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (2017 Revision).

4. Design Guidelines

Applicable goals and implementation measures listed in the City's Design Guidelines, including those specific to historic districts and the DSASP, are shown below.

Historic Districts

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

Multi-family Residential

3.2.II.L.7 All site features including trash enclosures, fencing, light fixtures, mailboxes, laundry and facilities utility screens, should be architecturally compatible with the main structures.

The Project implements several goals and implementation measures from the Design Guidelines as outlined above. Coupled with the incorporation of several architectural features found throughout the Railroad Square Preservation District and the distance between the residences of the West End Preservation District, the new building transitions smoothly between the neighboring single-family and existing commercial uses. 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. Imitation materials will be avoided. 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. For these reasons, the materials and texture of the proposed project is compatible with the preservation districts.”

The Project establishes visual interest with front porches that activate the street frontage along W 6th Street. Additionally, the new pedestrian pathway on the southern side of the building provides activity generating features for future residents and pedestrians. The building has 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.

4. Historic Preservation

The Project site is located within the Railroad Square Preservation District, which was established by The Cultural Heritage Board on November 14, 1990. The District is a homogeneous mixture of building styles and construction techniques, not found elsewhere in the City, that reflect its commercial development during the railroad era, and the final onslaught of post-World War II freeway systems which effectively divided the district from the central downtown area and allowed it to retain its links with transportation systems of the past. The district maintains most of its original composition and the commercial storefronts, hotels, and remaining warehouses represent a fairly accurate snapshot of Railroad Square during the height of rail travel and commerce and its rebirth after the 1906 earthquake. Buildings reflect a commercial theme with simple detailing and human scale. In addition to the commercial brick buildings on the south side of 4th Street and the four basalt buildings in the district, common architectural

themes are rooted in the Mission Revival and Spanish Revival architectural styles. The period of significance is from 1888 to 1923.

Character defining elements for the District are outlined in [Zoning Code Chapter 20-28](#), which discusses the City's preservation districts, and include:

Architectural style.

- Brick warehouses and wooden loading docks.
- Painted brick store fronts
- Mission Revival.
- Basalt stone buildings.

Building types.

- Predominantly one- and two-story.
- Three- and four-story.
- Commercial store fronts.
- Hotels.
- Warehouses.
- Railroad buildings.
- Water Tower.

Building materials.

- Brick – painted and unpainted.
- Stone masonry.
- Stucco.
- Glazed tile decorative detailing.
- Glass transoms.
- Wood paneling.
- Window sashes (wood, painted metal or copper).

Neighborhood elements.

- Building placement is at zero setbacks.
- Typically constructed at 100 percent lot coverage.
- Historic color pallet of the district is generally muted.
- Windows on the upper façades are regularly spaced.
- Large building façades are divided into multiple storefront bays.
- Storefronts are typically divided into 20-foot-wide increments with a uniform pattern.
- Large storefront windows are 10 feet with transoms above and a wood panel or glazed tile kickplate beneath.
- Storefronts have single light wood framed entry doors that are recessed.

- Glazed decorative tile detailing and wood paneling below windows is typical.
- Heights of the parapets vary, but they are usually harmonious with adjacent buildings.
- Signage appropriate to the era.
- Period light fixtures.
- Sidewalks with brushed cement and two-foot squares.

Projects proposed within a preservation district are reviewed in compliance with Processing Review Procedures for Historic Properties and with applicable standards set by the Secretary of the Interior. When in conflict, and when the project involves changes to existing structures, the general practice has been to defer to the Secretary of the Interior's standards. Because this project proposes new development on an undeveloped parcel, the Processing Review Procedures for Owners of Historic Properties is more relevant.

Processing Review Procedures for Historic Properties – Design Guidelines

The purpose for this document is to assist applicants in preparing project designs and plans; it also provides a tool for project review. Applicable design standards include:

New Construction

1. Height - The majority of structures in Santa Rosa's Preservation Districts are one to three stories in height. Slightly taller structures are found in the Railroad Square and St. Rose Districts. The height of new construction in a Preservation District should be compatible with adjacent structures.
2. Proportion - New construction should match adjacent structures in proportions of width to height. The narrow widths of most lots in Santa Rosa's older neighborhoods will preclude most buildings whose proportions differ greatly from existing buildings.
3. Rhythm - The existing historic streetscape is defined by the rhythm (the relationship of windows, doors, porches, and other elements) of individual structures. New construction within Preservation Districts should maintain this rhythm of window and door openings on the main facade. Entrances should be oriented to the street rather than to an alley. Blank walls or garage doors should not dominate the facade.
4. Setbacks - Setbacks should be consistent with adjacent structures and should not vary more than ten percent with the adjacent structures. Current City of Santa Rosa zoning regulations generally require a minimum 15-foot front yard setback.
5. Materials and Texture - The majority of residential structures within Santa Rosa's Preservation Districts are of wood or stucco construction. New construction should be compatible with adjacent buildings on the block. Wood

frame buildings should maintain materials and designs found throughout the neighborhood, e.g., horizontal shiplap siding. The texture and weight of stucco buildings should be compatible with existing stucco buildings. As a general rule, plywood siding, imitation stone, vinyl siding, sprayed stucco, and fascia bricks should not be considered.

6. Roof Shapes - Roofs for new construction should be compatible with adjacent structures. Most of the houses in Santa Rosa's Preservation Districts have variations of hipped or gable roofs, so there is some flexibility in roof design for new buildings. As most lots are long and narrow, it is possible for new construction to have roofs which change roof lines in the rear half of the building. This change could accommodate an additional floor which would not be readily visible from the street.
7. Architectural Details and Decorative Features - The details and decoration of Santa Rosa's historic buildings vary tremendously with the different styles, periods, and types. Such details include cornices, roof overhangs, chimneys, lintels, sills, brackets, shutters, entrance decorations, and porch elements.

While the height of the structure is taller than its neighbors, Sixth Street Playhouse and the Chop's Teen Center, the overall height is similar to other buildings, such as the new AC Hotel and the office Building located 4th and Davis Street, which are also within the Railroad Square Preservation District. A Shadow Study, prepared by Solomon Cordwell Buenz, dated October 26, 2021, demonstrates that the shadowing effect of the proposed building is limited mostly to the Project site and would not negatively impact any of the surrounding structures. Other elements incorporated into the Project include large dark metal framed punched windows and picket railed balconies on the upper stories that provide an industrial aesthetic. Front porches on the ground level are in keeping with other residential buildings in the area. The contrasting dark and light stucco finishes provide transition from the dark stone of the Railroad Square Preservation District and the lighter plaster found in the West End Preservation District. The mostly flat roof is similar to the surrounding commercial uses, while the individual residential stoops with front door and porch utilizes wood trimmings to provide a townhouse feel.

The District Compatibility Report by Kara Brunzell, dated November 5, 2021, addresses the Project's compliance with each of the Processing Review Procedures for Historic Properties – Design Guidelines for New Construction and is provided as Attachment 6 of this Staff Report.

Secretary of Interior Standards

The Secretary of the Interior provides four sets of standards: preservation, rehabilitation, restoration, and reconstruction. Because the Project proposes new construction to a vacant site within an existing Preservation District, the most applicable set of standards are those for rehabilitation as identified in the District

Compatibility Report by Kara Brunzell, dated November 5, 2021, attached to this report.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The Secretary of the Interior directs that these standards are applied taking into consideration the economic and technical feasibility of each project. According to the District Compatibility Report, prepared by Kara Brunzell, dated November 5, 2021, the project complies with each standard in the following ways:

- Conjectural features such as historicist architectural details will not be utilized in the proposed project in order to allow new building to be recognized as a physical record of its time, place, and use. This will allow the project to avoid creating a false sense of historical development. Nor will repurposed elements of historic properties be utilized in the proposed project; and
- The proposed project will avoid disturbance of archaeological resources and will undertake appropriate mitigation measures if any archaeological resources cannot be avoided; and
- The proposed project will not destroy historic materials, features, or spatial relationships that characterize adjacent historic properties or historic districts. The new building will be differentiated from adjacent buildings by using a contemporary rather than a historicist architectural style. The proposed project will use materials such as brick cladding and steel awnings on the west elevation of the ground floor in order to respond to the adjacent brick warehouse. Continuous residential stoops on the west elevation will respond to the loading docks of the historic warehouses. On the north elevation, windows and Juliet balconies will provide residential motifs. The project design will avoid inappropriate application of historicist ornament onto the essentially contemporary design of the building. Size, scale, massing, and proportion are compatible with the adjacent historic building, which was

originally an industrial/warehouse facility and is itself a large and imposing building. The project protects the historic integrity of the preservation districts and their environment; and

- Reversal of the proposed project will not impair the essential form and integrity of adjacent historic properties or historic districts.

5. Neighborhood Comments

Several residents attended the June 2, 2021, Neighborhood Meeting. Comments received included the following:

- Concern over the consistency with the General Plan
- Concern over lack of parking
- Concern over consistency with the surrounding neighborhoods
- Concern for safe crossings around the Project site
- Request to limit construction hours during the day to avoid potential light and noise impacts
- Question about the internal roadway and who will maintain it
- Question if amenities, including pool usage, is available to surrounding neighborhood
- General support for the Project
- Support for parking supply
- Encourage expansion of affordability component

Public Correspondence received for the Project as of November 10, 2021, is included as Attachment 12.

ENVIRONMENTAL IMPACT

The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA). The project is statutorily exempt from CEQA pursuant to Government Code Section 65457 and implemented in 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) and 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.

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NOTIFICATION

All noticing for the public hearing has been done in compliance with Zoning Code Chapter 20-66, including mailed Notice of Public Hearing (Notice) to owners and occupants of properties located within 600 feet of the development site, a Notice published in the Press Democrat and two 32-square foot Public Hearing signs, one posted on each street frontage, at the Project site.

ISSUES

There are no unresolved issues with the Project.

ATTACHMENTS

- Attachment 1: Disclosure Form
- Attachment 2: Location Map
- Attachment 3: Design Narrative dated July 19, 2021
- Attachment 4: Project Plans received October 5, 2021
- Attachment 5: CEQA 15182 Consistency Downtown Station Area Specific Plan Determination
- Attachment 6: District Compatibility Report, prepared by Kara Brunzell, dated October 26, 2021
- Attachment 7: Historic Resource Evaluation, prepared by John W. Murphey, dated September 15, 2021
- Attachment 8: Climate Action Plan Development Worksheet, received September 10, 2021
- Attachment 9: DPR Forms for 34 W. 6th Street and 2 4th Street
- Attachment 10: Concept Project Plans from Joint CHC/DRB Meeting from September 16, 2020
- Attachment 11: Joint CHB/DRB Meeting Minutes from September 16, 2020
- Attachment 12: Public Correspondence as of October 26, 2021

- Resolution 1: Landmark Alteration Permit (with Engineering Development Services Exhibit A, dated October 22, 2021)

CONTACT

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