

# Downtown Station (SMART Site) Development Major Landmark Alteration Permit File No. LMA21-008

34 W 6<sup>th</sup> Street and 2 4<sup>th</sup> Street (PRJ21-028)

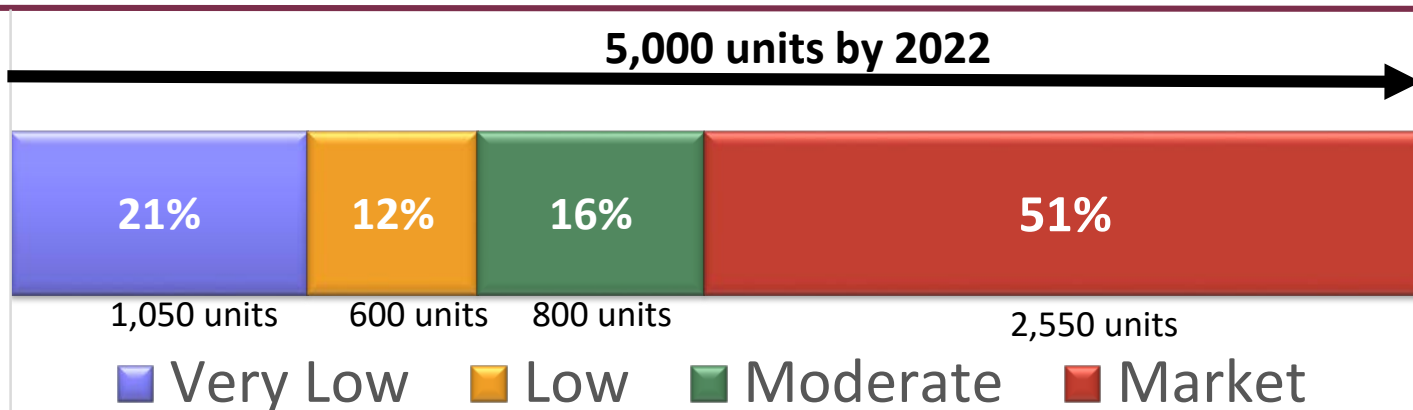
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November 17, 2021

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Planning and Economic Development

# Housing Action Plan

RHNA/  
HAP  
Goal



\*Regional Housing Needs Allocation (RHNA) 2014 – 2022 and 2016 Santa Rosa Housing Action Plan (HAP)

## Downtown Station: 114 total units



**102 Market Rate: 4% of the goal**



**12 Low Income: 2% of the goal**

## Multifamily Housing

- One, six-story structure
- 114 Residential Units
  - Studio, one-, two-bedroom, and “family” units
  - Amenities include outdoor pool, fitness area, child play area, hydroseeded field, tables and chairs
  - New multi-use path along eastern portion of the property connecting 6<sup>th</sup> Street and the Downtown SMART Station
  - 26-foot wide pathway on the southern side of the proposed building connecting western side of the property to the new SMART multi-use path
  - 75 parking spaces (0.7) spaces per unit



September 16, 2020 – Joint Cultural Heritage Board (CHB) and Design Review Board (DRB) concept review

June 2, 2021 - Neighborhood Meeting

April 21, 2021 - Project applications submitted

May 15, 2021 – Notice of Application was sent



# Concept Comments

- 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 6<sup>th</sup> Street.
- Show a stronger tie to the Cannery building and 6<sup>th</sup> 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 4<sup>th</sup> Street walkway over the creek, to the creek.
- Complete the pathway along the tracks.
- Include 6<sup>th</sup> 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 6<sup>th</sup> Street.
- Give more consideration that does not isolate the Cannery Project.
- There are opportunities to strengthen the cultural importance of the site.
- 4<sup>th</sup> and 5<sup>th</sup> 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.

# Project Evolution



September  
2020

September  
2020



Today

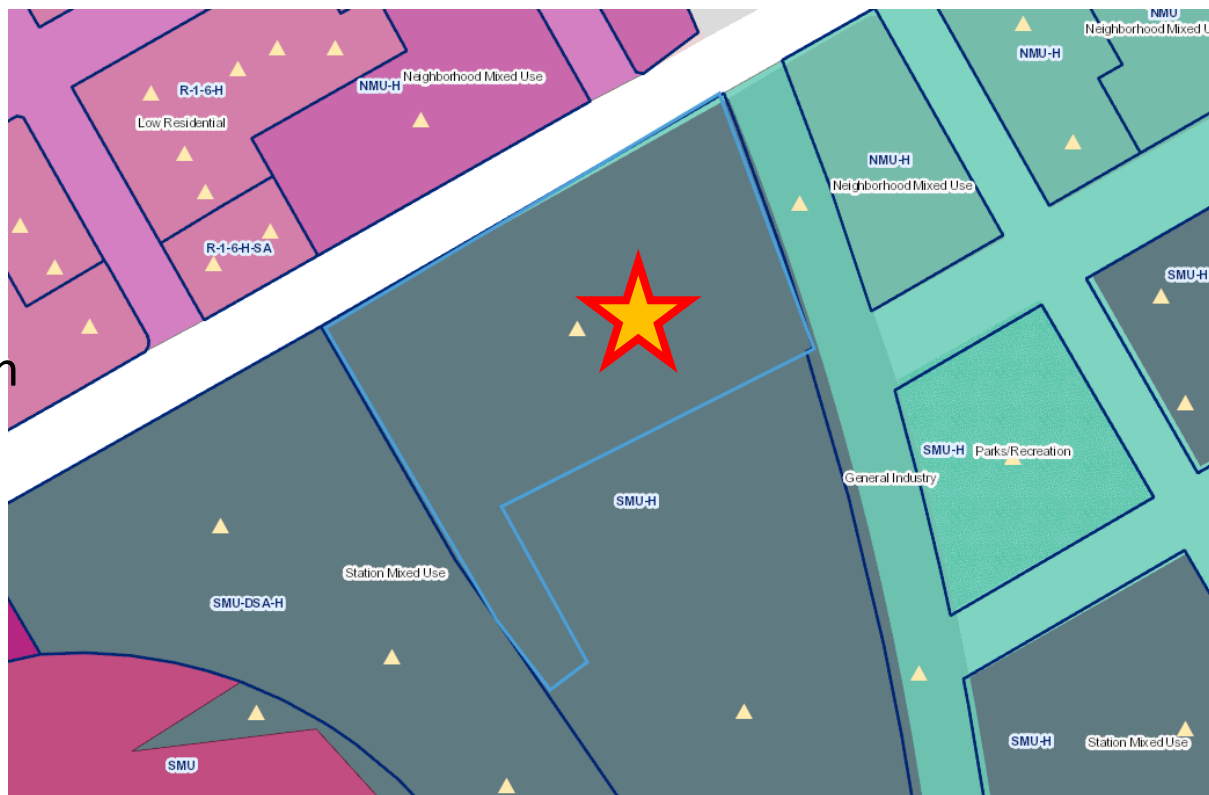


# General Plan and Zoning District

General Plan:  
Shaker Mixed Use

Zoning:  
SMU-H (within the  
Downtown Station Area &  
Railroad Square Preservation  
District)

Floor Area Ratio:  
6.0 Allowed  
4.5 Midpoint  
3.0 Proposed





# Downtown Station Area & General Plan Goals & Policies

## **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.

- 100% Lot coverage
- 5-12 feet (min/max) residential ground floor
  - Project complies
- Parking
  - No required in Downtown Station Area
  - Includes 75 spaces (surface)
- Height - No Maximum
  - Requires additional finding for buildings over two-stories or 35 feet within a Preservation District



## Building Height in Preservation Districts

- Buildings over two stories or 35 feet tall require the following finding:
  - The additional height does not detract from the character of the preservation district or any adjacent contributing properties.
    - The building is proposed at approximately 75 feet to top of habitable space, with an approximately 85-foot total height with architecturally screened roofing.
    - District Compatibility concluded, “The proposed project is six stories, which is taller than but compatible with adjacent structures.”
  - The Board may add conditions pertaining to placement of screens, location and type of openings, location and projections of sun decks, porches, balconies, patios, etc.

# Proposed Site Plan





# Proposed Elevations





# Proposed Elevations





# Proposed Elevations



# Proposed Elevations



ELEVATION NORTH



ELEVATION WEST



ELEVATION EAST



# Proposed Elevations



# Proposed Materials

## EXTERIOR MATERIAL PALETTE



### MATERIAL LIST:

1. EIFS, WHITE, SAND FINISH
2. EIFS, DARK GRAY, SAND FINISH
3. EIFS, VESUVIUS (DK. GRAY) SPECIALTY STONE FINISH
4. PAINTED ALUMINUM FRAMED WINDOW WITH CLEAR GLASS
5. PAINTED METAL AND GLASS TERRACE DOOR
6. NATURAL WOOD EXTERIOR CLADDING
7. PAINTED ALUMINUM BALCONY AND RAILING
8. CORTEN FIXED PLANTER AND PATIO SCREEN
9. PAINTED ALUMINUM STOREFRONT WITH CLEAR GLASS
10. COMMERCIAL ROLL UP OVERHEAD COILING DOOR



# Design Changes

## DESIGN CHANGES



1. THE GROUND FLOOR PLANNING HAS SEEN THE LARGEST CHANGE FROM THE PREVIOUS CONCEPT DESIGN PACKAGE. FOUR ADDITIONAL UNITS WERE ADDED TO THE GROUND FLOOR CONSOLIDATING BUILDING SERVICES CLOSER TOGETHER ON THE WEST END SHORTENING UTILITY RUNS FROM THE ACCESS DRIVE AISLE.

THE FITNESS WAS PULLED OUT FROM UNDER THE BUILDING AND MOVED, TO THE WEST END, INTO A STAND ALONE AMENITY STRUCTURE THAT IS CONNECTED BY A BREEZEWAY TO THE MAIN BUILDING. THE POOL NOW REPOSITIONED BETWEEN THE LOUNGE AND OPEN SPACE/ PLAY AREA TO THE EAST.



2. THE PREVIOUS DESIGN UTILIZED AN ALL GLASS GUARDRAIL WHICH HAS BEEN UPDATED TO A PAINTED VERTICAL METAL PICKET GUARDRAIL PROVIDING MORE OF AN INDUSTRIAL LOOK.



3. THE PREVIOUS GROUND FLOOR MATERIAL WAS A SMOOTH PORCELAIN TILE WHICH HAS BEEN UPDATED TO BE A STONE FINISH EIFS BRINGING A MORE NATURAL AND DURABLE TEXTURE TO THE BASE.



**MIEWS ENLARGEMENT**

WEST 14TH STREET

SMART RAIL TRACK

HYDROSEEDED FIELD

POOL

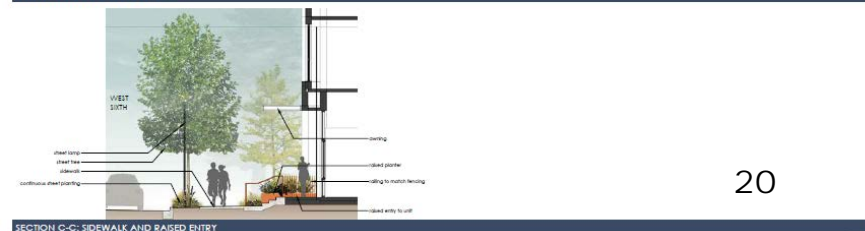
WALKWAY

PARKING

Grid lines: A, B, C, D, E; 1, 2, 3, 4, 5

Scale: 1" = 10' - 0"

North arrow pointing up.

[illegible]



## 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.

# Railroad Square Preservation District

## Located within the Railroad Square Preservation District

- Period of significance – 1888 through 1921
- A homogeneous mixture of building styles and construction techniques, not found elsewhere in the City
- Reflects commercial development during the railroad era, and post World War II freeway systems and retains its links with transportation systems of the past.
- 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.

## Processing Review Procedures for Historic Properties

- New Construction
  - Height - should be compatible with adjacent structures
  - Proportion - Match adjacent structures in proportions of width to height
  - Rhythm - Maintain rhythm of window and door openings facing the street
  - Setbacks – Consistent with adjacent structures
  - Materials & Texture - Compatible with adjacent buildings on the block
  - Roof Shape – Compatible with adjacent structures
  - Architectural Details & Decorative Features - Include cornices, roof overhangs, chimneys, lintels, sills, brackets, shutters, entrance decorations, and porch elements

### Secretary of the Interior's Standards

- No existing structures on site

### Historical analyses concluded:

- The Project complies with all applicable Secretary of Interior Standards (Standards: 3, 8, 9, 10)
- The Project is compatible with the Railroad Square Preservation District and the West End Preservation District
- Complies with all Design Guidelines for New Construction in the Processing Review Procedures for Historic Properties



## Required Findings

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

The Project implements the General Plan and any applicable specific plan.

The Project has been found in compliance with the California Environmental Quality Act.

The Cultural Heritage Board finds that the increased height does not detract from the character of the Railroad Square Preservation District or any adjacent contributing properties.

## Additional Review Criteria

Consistency with the original architectural style and details of the building;

Compatibility with any adjacent or nearby landmark structures or preservation district structures that have been identified as contributors to the respective district;

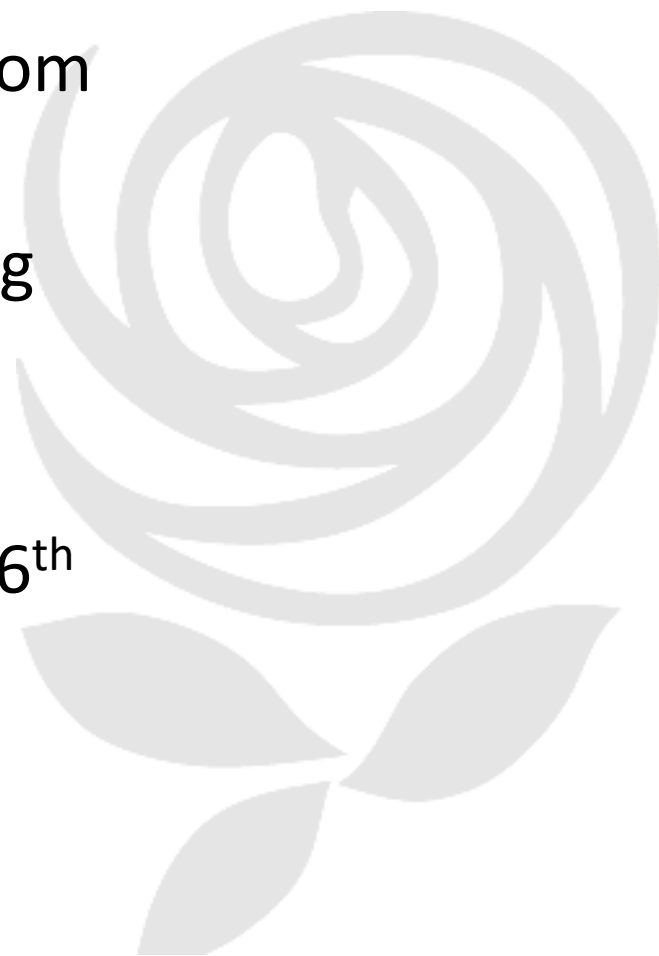
Consistency/compatibility of proposed textures, materials, fenestration, decorative features and details with the time period of the building's construction;

Whether the proposed change will destroy or adversely affect important architectural features; and

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).

## Public/On-Site Improvements

- Addition of SMART multi-use path from 6<sup>th</sup> Street to SMART Station
- Interim roadway providing 75 parking spaces
  - Future connection to 3<sup>rd</sup> St
- New right-of-way improvements on 6<sup>th</sup> Street.



## Neighborhood Comments

- Concern over 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 the construction hours to avoid potential light and noise nuisances
- Questions about the internal roadway
- Questions on surrounding neighborhood use of amenities
- General support for the project
- Support for additional parking supply
- Encouragement to expand the affordability component

# Environmental Review

## California Environmental Quality Act (CEQA)

- The proposed project has been reviewed in compliance with CEQA:
  - The proposed project qualifies for a categorical exemption from CEQA under Section 65457 of the California Public Resources Code and CEQA Guidelines Section 15182(a)(c)
  - The Project would develop a residential land use that 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 Planning and Economic Development Department recommends that the Cultural Heritage Board, by resolution, approve the Major Landmark Alteration Permit for the Downtown Station (SMART Site) development project, a 114-unit multifamily residential development proposed at 34 W 6<sup>th</sup> Street and 2 4<sup>th</sup> Street.

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