



April 30, 2021

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Linda,

The following are responses to the comments received from the City of Healdsburg Planning Commission Workshop on April 13, 2021

**1. Concern regarding location of driveway access from parking lot to Boxheart Drive and potential vehicle turning movement conflicts. Consider requiring traffic control for special events over a particular size threshold. Could restrict outbound traffic to right-turn only if it becomes a problem.**

City will include condition indicating that, if turning movement conflicts become an issue, City Engineer can require property owner association to install signage restricting outbound traffic to right-turn only. Debra and Scott will brainstorm with Dalene and Stefan regarding solutions for ensuring that special events at the hotel and its facilities (i.e., Grange) do not result in traffic- and/or parking impacts. Could identify threshold for event size where additional valets, off-site parking, and/or shuttles are required. Or require special use permit. Perhaps identify specific performance standards and require hotel operator to implement adaptive management strategies to ensure performance standards are met.

- *In accordance with the Hotel Operator and Event manager, the following criteria will apply during events held at the North Village Hotel and Grange*
  - *Event Threshold at 300 guests*
  - *Event hours shall comply with City of Healdsburg Noise ordinance guidelines.*
  - *Operator will staff events accordingly and provide adequate traffic control and other services such as shuttles and additional valet service to direct ingress and egress at beginning and end of events.*
  - *Amplified Music shall be in accordance with City of Healdsburg Noise ordinance regarding special events.*

**2. TDM plan should include provision for employer to provide Sonoma Co Transit passes to employees; offer other tax-incentives.**

Please confirm that these are addressed in TDM plan.

- *Included in TDM plan-see TDM measure 5.4.*

- Operator will provide subsidies and/or transit passes in addition to encouraging carpooling, ridesharing and use of On demand Shuttle Service to and from downtown area.

**3. Identify locations for bike storage and number of bikes accommodated.**

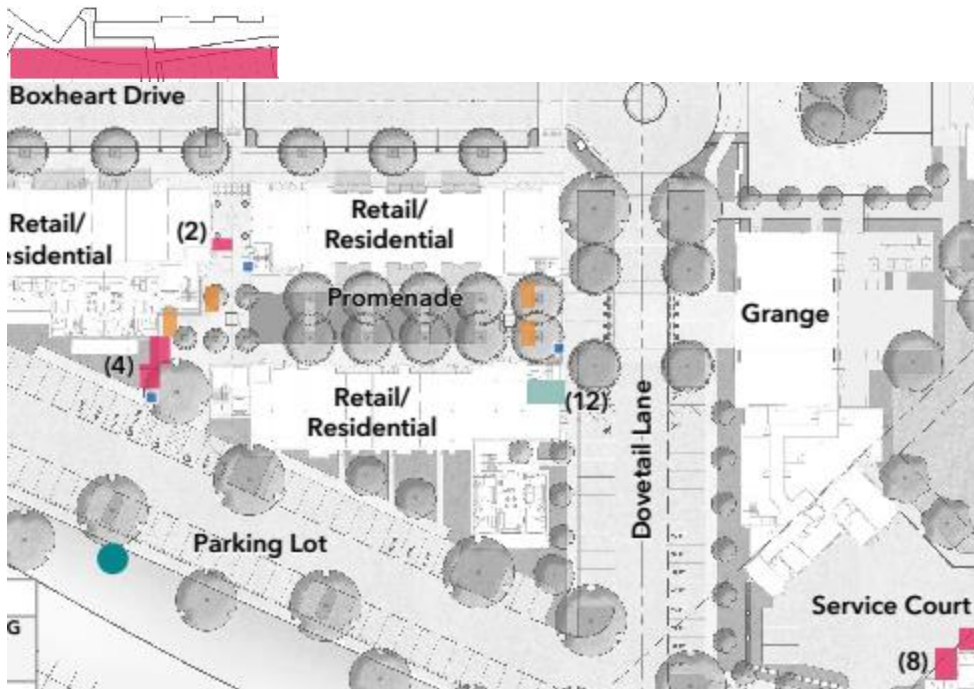
HMC Section 20.16.175 establishes that bicycle parking requirements are applicable to the project. The California Green Building Standards Code (CALGreen) identifies requirements re: number of short-term and long-term bicycle parking spaces. Please have your design team prepare an exhibit and narrative providing clarification regarding how bicycle parking standards are met for Parcel 3 and Parcel 4.

- SEE SHT L-1.28
  - Bike Storage matrix added per CalGreen.
  - Bike Rack specification provided.
  - Additional Bike Storage locations shown.

BIKE PARKING CALCULATIONS				
	PARKING SPACES	CALGREEN STANDARDS	BIKE PARKING SPACES REQUIRED	BIKE PARKING SPACES PROVIDED
Short Term Visitor Parking	73	5%	3.7	6
Long Term Secure Parking: Retail Tenant/ Retail Employees Residents	5 64			
TOTAL	69	5%	3.5	12
Long Term Secure Parking: Hotel Employees	31	5%	1.6	8



**Bike Racks**  
**Quantity: (14) Total**  
 Forms+Surfaces  
 Capital Bike Rack  
 Texture Powdercoat  
 Finish - Argento



#### 4. Identify designated pet areas.

Please provide a narrative that explains how the project design will accommodate the needs of pets.

- Preferred method is to locate pet waste stations at strategic locations.
  - See SHT L-1.28
  - Small Pet Relief Area located in vicinity of Arrival Court for arriving guests and visitors to accommodate needs of pets traveling with guests.
  - Several Pet Waste Stations provided and located at strategic ingress points to walking paths/trails.



**Dog Waste Station**  
Quantity: (7) Total  
Belson Industries DP-  
1001-2  
Powdercoat  
Aluminum, Sand Beige  
● Pet Use Area w/  
waste station, artificial  
turf.

#### **5. Desire to see dedicated bike and ped pathway entering/exiting site.**

The Master CUP identified the backbone shared infrastructure for the North Village project and construction of the public/private improvements has commenced. Therefore, it is “too late in the process” to redesign the project to include an extension of the multi-use trail into the project.

#### **NOTED-No Further Action**

#### **6. Blue boxes; “glowing lanterns” on top of hotel entry.**

Two are elevator overrides. Two more were added to provide balance. Steel screen added. Nighttime shot, rendered. These towers are supposed to be same color as the metal lattice at the arrival court. The features will be back-lit similar to arrival court. Please ask architects to label those four elements above the roofline.

- *Refer to Sheet AA 3.1.*
  - *The color of the glass for the 4 "lanterns" is intended to be clear glass and the color graphic have been revised on building elevations. The glass is set behind black painted metal screen and backlit to glow like "lanterns" at night.*

#### **7. Street trees: standards for maintenance and replacement.**

Please identify language in the Reciprocal Easement Agreement that addresses the maintenance of trees. Linda will check with City Community Services Department to identify standards for maintenance and tree replacement. May propose special condition to amend and add standards to REA.

- *REA to be reviewed and amended to include necessary language for tree maintenance/replacement in accordance with City of Healdsburg and or Best practices. REA is a dynamic document that will be amended from time to time as conditions of the project and operation change.*

#### **8. Rendering of promenade from Grange entry.**

- *See SHT A1.16.1 & A-1.16.2 attached.*

### **9. Entry to promenade from parking lot.**

Please provide a schematic that illustrates pedestrian access routes from east parking lot to the Promenade.

- *Refer to Sheet L-1.26*
  - *Landscape plans show paths of travel and landscape.*
  - *This is a secondary access primarily for residents/tenants/employees of the residential units and retail spaces. This is a secondary access that passes between residential buildings.*
  - *We therefore prefer to discourage public pedestrian access at this location, as this is oriented towards the residential use.*

### **10. Enhance non-descript entry/breezeway from Boxheart Drive to the Promenade (as shown on Exhibit AH2-3.1).**

- See SHTS L-1.24 & L-1.26 for additional details.
  - *We have addressed the comment regarding making the passageway more "celebrated" with the addition of an overhead metal arbor/trellis with flowering evergreen Clematis vines at the entrance from the retail street at Boxheart Drive, drawing attention to this important entry into the Promenade from the retail street for visitors and neighbors living on the west side of the drive. The passageway has decorative concrete paving, a series of decorative pots and planting spaced along the sides flanking retail windows, and overhead catenary (string) lighting.*

### **11. Require largest trees possible for street trees.**

Scott will provide narrative explaining the size of street trees to be planted as identified on the MCUP-approved plans. The narrative will explain why specific sizes were selected (i.e., larger the tree when it's planted, the lower its growth rate, adaptability rate).

- *See attached Narrative from Licensed Landscape Architect regarding Street Tree sizes.*

### **12. Planting for perimeter trail.**

The Planning Commission wants to see clumps of shade trees with turnouts for benches strategically placed along the perimeter trail. Please respond to this with an illustration showing where shade trees and benches would be located on the Parcels 3 and 4 segments of the trail.

- *In response to the request for trailside benches with clusters of shade trees, we have added 2 benches for a total of 3 benches, spaced approximately 275 feet apart (note: this is consistent with the previously approved bench locations at the trail next to the Enzo property.)*

- *The locations take advantage of existing proposed large shade trees on the plan in two of the bench locations, with one (1) 24" box Quercus Agrifolia/Coast Live Oak added for shade at one bench location.*
- *The proposed layout of benches is shown on Sheet L-1.28, with the additional shade tree noted.*

### **13. Width of public sidewalks.**

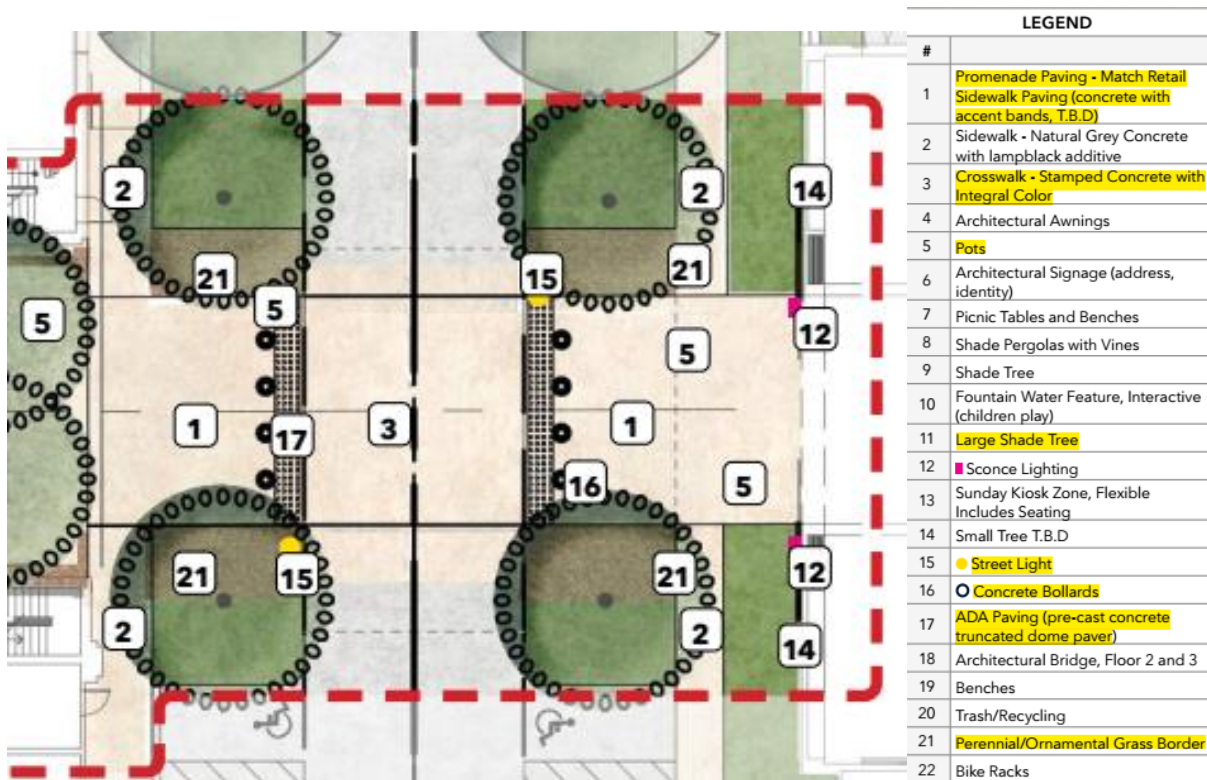
Please confirm that the civil plans show sidewalks with the required 6' width.

- *NOTED-NO FURHTER ACTION*
  - *BOXHEART DRIVE-5' sidewalks*
    - *5' on approved MCUP Plans and per NEAP*
  - *DOVETAIL LANE-6' sidewalks*
    - *6' on approved MCUP Plans and per NEAP*

### **14. Connection from Promenade to Grange.**

Please provide an illustration highlighting the special treatment of the pedestrian connection between the Promenade and the Grange (i.e., decorative, colored concrete, raised crosswalk, truncated domes, bollards, street lighting, etc.).

- *Refer to Sheet L-1.26. Also refer to Perspective Sheet A-1.15.*
  - *The crossing and connection between the Promenade to the Grange is visually emphasized by a combination of details to draw attention to this important crossing and connection:*
  - *Decorative colored/texture concrete paving at the sidewalk and elevated widened crosswalk, enhanced with truncated dome pavers at the sidewalk edge as well as decorative bollards and streetlights to enhance safety and traffic calming. Decorative pots and a border of perennials/ornamental grasses provide color and interest flanking the sidewalk areas on either side, as well as large scale shade trees. Night-time lighting of the Grange and Promenade entrances are designed to create a welcoming glow.*



**15. Lighted crosswalk or pedestrian-warning lights for crosswalks on Boxheart Drive.**

Please discuss options to enhance pedestrian safety at the mid-block crosswalks with your traffic engineer and propose solution(s).

- *MCUP ITEM-*
  - *Project Construction anticipates decorative crosswalks to be installed prior to RETAIL C of O. MCUP plans can be amended to include in road crosswalk warning lights at Crosswalk to Promenade Breezeway. Applicant will confirm with Traffic Engineer for any warrants issues.*

**16. Star jasmine vs. potato vine.**

Please discuss plant selection with landscape architect and either defend or modify plant selection.

- *In the interests of water conservation, fuel management and maintenance, we have reduced the number of vines used in the landscape design. Solanum rantonetti is no longer part of the plant palette. The current design uses vines for points of emphasis, such as at the new arbor/trellis at the Promenade entrance from Boxheart Drive, and Parthenocissus 'Hacienda' as a softening vine on a few site walls and fencing in select locations such as at the fitness courtyard.*

**17. Water use; amount of lawns; rationing.**

Please modify plans to reduce the amount of irrigated turf and associated water use calculations. Provide modified plans, calcs, and narrative. Linda will confer with Public Works about how City's drought water use restrictions might impact this project.

- *It is understood that water is a valuable commodity, and that landscape irrigation must meet all WELO requirements as well as defensible space requirements and appropriate plant selection according to the fuel management plan.*
  - *The revised landscape plant achieves a reduction of lawn area at Parcel 4 through increased use of decomposed granite paving bordering the central function lawns, where this additional paving is intended for use as additional seating or standing areas during events. The 5,000-sf tent area is preserved and is shown on Sheet L-1.13. A turf grass is specified on Sheet L-1.17, that is tolerant of foot traffic and heat, with a year-round attractive appearance and reasonable water use compared to other turf varieties.*
  - *To further reduce lawn areas, "secondary" lawn areas at the Fitness courtyard, and east and west ends to the main lawn area, where less active use is anticipated, are revised to Kurapia, a low water use turf alternative. This groundcover can be mown and allows light foot traffic, and will blend with the lawn areas, similarly offering a fire safety buffer along the north side of the property.*



**18. Dovetail Lane lacking street tree coverages on segment east of traffic circle.**

Please respond to Commissioner concerns regarding the gaps in the tree planting either by adding trees or explaining basis for the spacing. If plans are modified to add trees and/or change the location and/or species of trees, please run the modified plans by Linda Collister to confirm placement meets Fire Department access requirements.

- *In order to provide shade along sidewalks at Dovetail Lane, we have added (9) small canopy Crape Myrtle street trees, as indicated on Sheet L-1.3 and L-1.14.*
- *Due to the fuel management rules regarding clearances between trees and buildings and spacing for separated tree canopies for fuel reasons and required fire ladder access, only smaller scale trees are possible in these locations.*
- *Dovetail east of the Grange is designated as a parking lot (not a street). The parking is meeting current needs but cannot be reduced to provide spaces for larger scale tree planting. The proposed street trees are located behind the sidewalk, with 6 trees on the north side and (3) on the south side of Dovetail Lane.*

Lastly, in order to agendize these applications for public hearings on May 25, the City will need to receive the application fees and responses to all of the above items by no later than Friday, April 30. If this is not possible, we can move the hearings to June 8. I suggest that we reinitiate regular weekly calls between now and the hearing, to make sure that everything stays on track. Please feel free to call me if you have any questions or would like to discuss this further.

Should you require additional information please contact me at your earliest convenience.



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