

Summary of Second AT&T Site Tour and Informational Meeting – October 14, 2009

The tour started at 10:00 a.m. with a walk around the building and block to see the site within the context of surrounding and nearby land uses. Inside the building, the tour included the basement and floors 1, 4, 5 (floors 2 and 3 are essentially the same as floor 4). The building tour ended approximately 11:10, and the meeting continued at the City Hall Annex for further discussion, adjourning at shortly before noon. Prior to adjournment, staff offered to get the building plans if anyone wanted to view them. Several people stayed for about 15-20 minutes to inspect building plans.

The following summarizes the main points of the discussion and questions/answers during the tour and meeting. In addition, answers to some questions were not available at the meeting and are provided in this Summary.

1. The discussion of the first AT&T site tour and meeting was reviewed (see the summary posted to the City's Former AT&T [Website](#) (the "Website").
2. The City has an interest in reunification of Courthouse Square, which would reroute traffic from the center of the square to new streets on the east and west sides of the square and to other streets away from the square. The design development plans are complete. Construction drawings have not yet been started pending identification of approximately \$14 million of non-City General Fund money for construction.
3. Plans are underway for a \$2 million revitalization project for the Transit Mall. The construction documents are approximately 90% completed.
4. Will access/egress be allowed to/from Third Street? The City's Traffic Engineer has indicated that the site may accommodate right-in, right-out ingress/egress dependent upon design with the issues being queuing and disruptions on 3rd Street.
5. Is there any flexibility for passenger car access to the site from the Transit Mall, which currently restricts access to the site to service vehicles? Who would grant the access? The Transit Department has indicated its preference to continue to manage the Transit Mall operations with the restriction limiting passenger vehicle ingress/egress onto the Transit Mall to avoid the conflict between cars with buses and pedestrian activity. The easement limiting access was granted to the City of Santa Rosa. Therefore, the City Council would be the authority that would modify or revoke the easement.
6. Are the Agency and Council open to demolishing the structure? The RDA and Council have indicated their preference to retain the building, as the structural elements of the building are reusable, and demolition would have environmental and financial costs; however, demolition may be analyzed if retention of the building is not economically feasible.

7. What are the types, dimensions, and load capacities of the elevators?

North Elevator: Described in the conveyance permit as a passenger type of conveyance with a permissible load of 3,000 pounds/20 people; basement to 5th floor; Door Opening 42"x84", Depth 57" and Width 78".

South Elevator: Described in the conveyance permit as a passenger elevator with a permissible load of 3,500 pounds/23 people. 1st floor to 5th floor; door opening 48"x84", depth 71" and width 78".

8. Some of the maintenance work that the Agency did for the building since acquiring it includes installing lighted exit signs and other fire safety requirements; removing all toilets, which were a source of leaking water and escaping sewer gases, except for one on the first floor; cleaning the exterior; removing pigeons from the exterior stairwell on the south side of the building, cleaning it, and installing netting to prevent the birds from accessing the stairwell.
9. There are sump pumps in the basement.
10. There is a 12 kv transformer in the basement.
11. There is no obligation in the response to the RFQ to describe the uses that are envisioned for the site.
12. The State's \$2 billion ERAF transfer from Redevelopment Agencies has been legally challenged. Pending the litigation the agency would not be able to spend or encumber its share. Santa Rosa's share is approximately \$3.6 million, which would impact redevelopment projects and programs.
13. The Closure Report and RWQCB letter, and other environmental information, are posted to the Website under Environmental Studies / Reports: AT&T Site.
14. The RFQ selection schedule will be posted when available.