




MEMORANDUM

DATE: January 13, 2022

TO: Pullman Lofts First Phase, LLC

FROM: Andrew Trippel, Senior Planner 

SUBJECT: **Neighborhood Meeting Summary – Pullman - Pullman Phase II – Building C**

The purpose of this memo is to provide a summary of public comments received prior to and during the required pre-application Neighborhood Meeting for the *Pullman Phase II – Building C* project (File No. PRAP21-051). A virtual meeting was held on January 12, 2022, from 5:00 – 6:00 PM. Approximately 20 persons participated in the meeting, but not all participants provided comments. Additional comments received prior to the meeting in response to distributed public noticing are included in this summary.

Land use and residential density

Meeting participants offered overwhelming support for the proposed *Multifamily* land use, which is permitted by-right. One participant questioned if the project density could be higher than what was proposed. The applicant explained that while it could under current Downtown FAR regulations, the proposed project density results from other decisions related to building height and project cost.

A participant also asked why the Pullman project hasn't incorporated retail uses such as a grocery store. The applicant noted that as a primarily residential developer, they would prefer to focus on providing residential living opportunities that would attract and support successful commercial retail land uses in the future. The applicant also explained that the Pullman project supports work-from-home activities through planned office spaces in units and shared office and conference facilities for residents.

Concerns about potential traffic or parking issues resulting from the proposed use were expressed, with the focus being on potential impacts to existing on-street parking facilities. The applicant's presentation and response provided a detailed explanation of how the project's location, Transit-Oriented Development orientation, and target residential market are anticipated to result in reduced reliance on automobiles, which would then reduce parking demand. It noted that parking demand for similar urban projects is less than one space per unit and that Pullman Phase I will generate ± 17 parking spaces on Wilson Street. The applicant indicated a willingness to work with area residents to develop an area residential parking program for on-street parking, as well as to explore other parking demand management options.

100 Santa Rosa Avenue, Room 3 ○ Santa Rosa, CA 95404

Phone: (707) 543-3200 ○ Fax: (707) 543-3269

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Page 2 of 2 (Neighborhood Meeting Summary)

Project Design

The proposed project design received broad support from participants. One participant suggested "greening it up" where possible and perhaps adding a landscaped rooftop deck. Another suggestion was to incorporate highly visible public art and reference was made to an existing building fresco in the neighborhood. The applicant described how it is currently exploring creating public art from railroad tracks unearthed during development of Pullman Buildings A and B, and they expressed their commitment to exploring options for visual enhancements.

Additional Public Comments

Public comments received in response to required meeting public noticing are available as an attachment to this memo and include staff responses.

Ajt

Attachment: PRAP21-051 Public Comments received through January 12, 2022

From: [Trippel, Andrew](#)
To: [Carol Ciavonne](#)
Cc: Senator.McGuire@outreach.senate.ca.gov; [Fleming, Victoria](#); [Rogers, Chris](#); district3@sonoma-county.org; district5@sonoma-county.org; [Clare Hartman \(CHartman@srcity.org\)](mailto:Clare.Hartman@srcity.org); [Jones, Jessica](#)
Subject: RE: [EXTERNAL] Pullman Phase II building C
Date: Wednesday, January 12, 2022 8:35:00 AM

Good morning,

Thank you for your email comments, which will be shared with the project applicant and retained in the project record. The Downtown Santa Rosa project, Pullman Phase II - Building C (<https://srcity.org/3694/Pullman-Phase-II--Building-C>), is scheduled for a required pre-application Neighborhood Meeting on January 12, 2022, and for required pre-application Concept Design Review on January 20, 2022. Following these pre-application activities, the project would require an approved Minor Design Review entitlement in order to seek building permits for construction. The project is required to comply with the City's current Inclusionary Housing Ordinance.

In 2019, City Council adopted ordinances amending City Code Chapter 21-02, Housing Allocation Plan, by replacing provisions of this chapter in its entirety with the current Chapter 21-02 Inclusionary Housing (http://qcode.us/codes/santarosa/view.php?topic=21-21_02&frames=on). These ordinances reflected policy options explored by the Council at an August 2019 study session after considering comments expressed by market-rate and affordable housing developers and community members, and the findings presented in the Housing Allocation Plan Update White Paper and the Housing Impact Fee and Commercial Linkage Fee nexus studies.

Pursuant to current Inclusionary Housing Ordinance requirements, [Section 21-02.050(B)], all multifamily residential or mixed use development projects located in the Downtown shall pay a housing impact fee or shall provide at least four percent of the total number of new dwelling units as affordable to low income households or at least three percent of the total number of new dwelling units as affordable to very low income households. Pullman Phase II - Building C has indicated in its preliminary project proposal that it will comply with the Inclusionary Housing Ordinance by designating new dwelling units as affordable to low income or very low income households. At a minimum, the project would be required to provide at least two units for low income households (40 units * 4% = 1.6 units) or two units for very low income households (40 units * 4% = 1.2 units). The project would be required to enter into an Affordability Agreement with the City to ensure that these units are income-restricted. The project applicant may choose to provide more affordable housing units; however, current City regulations do not require it to do so.

I hope this information is helpful. I'm happy to meet with you to discuss the City's current policies and incentives that support City-wide housing production, including development of affordable housing, if you wish to do so.

Best,

Andrew

Andrew Trippel, AICP | Senior Planner
Planning & Economic Development | 100 Santa Rosa Ave Rm 3 | Santa Rosa, CA 95404
Tel. (707) 543-3223 | Fax (707) 543-3269 | atrippel@srcity.org

-----Original Message-----

From: Carol Ciavonne <cah@sonic.net>
Sent: Tuesday, January 11, 2022 3:27 PM
To: Trippel, Andrew <atrippel@srcity.org>
Cc: Senator.McGuire@outreach.senate.ca.gov; [Fleming, Victoria](#) <VFleming@srcity.org>; [Rogers, Chris](#) <CRogers@srcity.org>; district3@sonoma-county.org; district5@sonoma-county.org
Subject: [EXTERNAL] Pullman Phase II building C

Dear Mr. Trippel,

I am a long-time resident and home owner in the West End Neighborhood. I have read that the developers plan to build 40 market rate units in the Pullman project, of which 5% are going to be affordable. Correct me if I am wrong, but it seems that means there will be 2 "affordable" units in this project. I just want to state that I would like to see at least 10% of this project be affordable. It is really unconscionable in this county, where we have around 3,000 counted homeless people and thousands more people who are living on the edge, and this developer can only come up with 5% affordable units. I am a lucky person because I bought my house in the 80s when housing prices were going up but had not reached the really unaffordable prices they are at right now, or I would be one more of the thousands looking for less than market rate housing. Why doesn't the cost of doing business in the county include a higher percentage of mandatory affordable housing?

I have looked at what the state is doing, and I know that Senator McGuire has gotten some housing for the people who are homeless. Thank god for that. Now can the city of Santa Rosa catch up to the future and provide affordable housing for its people? 10% is itself low, but 5%? The developer should be ashamed.

Carol Ciavonne

From: [Trippel, Andrew](#)
To: [Margaret Pennington](#)
Subject: RE: [EXTERNAL] Pullman Lofts II questions
Date: Wednesday, January 12, 2022 12:08:00 PM

Good morning,

Thank you for your email comments, which will be shared with the project applicant and retained in the project record. The Downtown Santa Rosa project, [Pullman Phase II - Building C](#), is scheduled for a required pre-application Neighborhood Meeting on January 12, 2022, and for required pre-application Concept Design Review on January 20, 2022. Following these pre-application activities, the project would require an approved Minor Design Review entitlement in order to seek building permits for construction. I do hope that you are planning to participate in these meetings. Information about these meeting opportunities is available online (see [Neighborhood Meeting](#) and [Concept Design Review](#)).

The project's pre-application information does indicate that it will provide 40 units ranging from 414-625 square feet and five on-site parking spaces. The project's required Minor Design Review entitlement application, if submitted, will be reviewed for compliance with current Zoning Code and other applicable City Code regulations, as well as consistency with applicable current Design Guidelines. Below are my responses to your questions in red below.

I received the Notice of Neighborhood Meeting for Pullman Lofts- Phase 2 Building C. I looked at the materials posted online. If I'm understanding the project proposal there would be 40 small apartments and 5 parking spaces. Is that correct? Pre-application project information indicates that the project would provide 40 units ranging from 414-625 square feet and five on-site parking spaces. I refrain from describing the apartments as "small" because the City doesn't categorize dwelling units in this manner.

Five parking spaces for the entire project? It seems there would be a minimum of 40 people living in the apartments – likely more like 60. Is that the standard allowance for parking for apartment complexes in Santa Rosa? Five spaces seems really inadequate for that many dwelling units. Currently, the Zoning Code does not have a minimum parking requirement for any land use – residential or commercial – in the Downtown area (see [Section 20-36.040, Table 3-4 – Downtown Station Area Specific Plan – Attached Multifamily Residential Uses](#)). This reflects policy established by the Downtown Station Area Specific Plan adopted by City Council in Fall 2020 and then codified in the current Zoning Code.

Also, the proposal says one parking space will be an EV charging station. So, is the idea that only one resident will have an EV and that will be their dedicated parking space? Or, will the charging station be shared? If so, where will the other EV's park when they are not using the charging station. The number of required EV charging stations is based upon the total number of parking spaces provided. Typically, only electric vehicles are allowed to park in those spaces where EV charging stations are located; however, the City would not require that this space be reserved for a specific tenant.

Likewise, there is one dedicated ADA parking space. Does that mean that the complex will rent to a

maximum of one tenant who qualifies for ADA parking? The number of required accessible parking spaces is based upon the total number of parking spaces provided. Typically, only vehicles displaying accessible parking tags are allowed to park in those spaces. The City would not require that this space be reserved for a specific tenant or that the residential building specifically rent to a person who may qualify to use an accessible space.

Also, is there a way that I can access **online the details about the first phase** of the Pullman Lofts project? I'd like to remind myself of what that project includes – such as the amenities that are to be shared with the phase two tenants. Preliminary and Final Design Review for modifications to the approved Pullman Lofts project (Buildings A and B) were approved by Design Review Board on September 17, 2017. Project information is [available online here](#). If this link doesn't provide access, then you can select Design Review Board September 17, 2017 from the online Legislative Calendar and then navigate to Meeting Details for that meeting.

I recall that it was something like 74 units. I know there was a public notice that they had asked for a parking reduction somewhere along the line. I assume that was granted. How many parking spaces do they have for the first phase, serving those 74 units? Pursuant to modifications approved by the Director of Planning and Economic Development in accordance with Zoning Code Section 20-36.040 and as allowed by Section 20-16.080, Pullman Phase I construct 74 Multifamily dwelling units, 59 onsite parking spaces, and 17 offsite parking spaces on Wilson Street, which would be available for public use.

I have a vague memory that the Copperfield's building was originally in the project plans with some wording about incorporating that building into the project. I'm curious as to what happened with that idea? Was that part of the original approval? The Pullman Lofts Building A and B approval did not include approval of a specific Copperfield building redevelopment project, or require redevelopment of the Copperfield building, as a condition of project approval. The existing Copperfield building structure is subject to a Notice and Order to Demolish due to dangerous conditions issued by the Chief Building Official on December 21, 2021.

Please let me know if you have trouble finding Pullman Phase I approved project documents in the Legislative Portal. I am happy to meet with you to discuss.

Best,

Andrew

Andrew Trippel, AICP | Senior Planner

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Tel. (707) 543-3223 | Fax (707) 543-3269 | atrippel@srcity.org



From: Margaret Pennington <mpenningt@outlook.com>

Sent: Wednesday, January 5, 2022 11:58 AM
To: Trippel, Andrew <atrippel@srcity.org>
Subject: [EXTERNAL] Pullman Lofts II questions

Hello Andrew,

I received the Notice of Neighborhood Meeting for Pullman Lofts- Phase 2 Building C. I looked at the materials posted online. If I'm understanding the project proposal there would be 40 small apartments and 5 parking spaces. Is that correct?

Five parking spaces for the entire project? It seems there would be a minimum of 40 people living in the apartments – likely more like 60. Is that the standard allowance for parking for apartment complexes in Santa Rosa? Five spaces seems really inadequate for that many dwelling units.

Also, the proposal says one parking space will be an EV charging station. So, is the idea that only one resident will have an EV and that will be their dedicated parking space? Or, will the charging station be shared? If so, where will the other EV's park when they are not using the charging station.

Likewise, there is one dedicated ADA parking space. Does that mean that the complex will rent to a maximum of one tenant who qualifies for ADA parking?

Also, is there a way that I can access **online the details about the first phase** of the Pullman Lofts project? I'd like to remind myself of what that project includes – such as the amenities that are to be shared with the phase two tenants.

I recall that it was something like 74 units. I know there was a public notice that they had asked for a parking reduction somewhere along the line. I assume that was granted. How many parking spaces do they have for the first phase, serving those 74 units?

I have a vague memory that the Copperfield's building was originally in the project plans with some wording about incorporating that building into the project. I'm curious as to what happened with that idea? Was that part of the original approval?

Thank you for your help with these questions and request for more info about Phase I.

Sincerely,
Margaret Pennington
707-479-6682

Sent from [Mail](#) for Windows

From: [Trippel, Andrew](#)
To: [jacqueline.smith](#)
Subject: RE: [EXTERNAL] Pullman Phase II
Date: Wednesday, January 12, 2022 12:17:00 PM

Good afternoon,

Thank you for your email comments, which will be shared with the project applicant and retained in the project record. The Downtown Santa Rosa project, Pullman Phase II - Building C, is scheduled for a required pre-application Neighborhood Meeting on January 12, 2022, and for required pre-application Concept Design Review on January 20, 2022. Following these pre-application activities, the project would require an approved Minor Design Review entitlement in order to seek building permits for construction. I do hope that you are planning to participate in these meetings. Information about these meeting opportunities is available online (see <https://srcity.org/2970/Developments> for Neighborhood Meeting information and <https://srcity.org/1323/Design-Review-Board> for Concept Design Review information).

Regarding your concerns, pre-application project information indicates that the project would provide 40 units ranging from 414-625 square feet. Multifamily development is a permitted use at this project location. Currently, the Zoning Code does not have a minimum parking requirement for any land use – residential or commercial – in the Downtown area (see Section 20-36.040, Table 3-4 – Downtown Station Area Specific Plan – Attached Multifamily Residential Uses). This reflects policy established by the Downtown Station Area Specific Plan adopted by City Council in Fall 2020 and then codified in the current Zoning Code. To ensure that existing on-street parking continues to provide for the needs of existing neighborhood residents, neighborhood residents could propose a Residential Permit Parking Program. This program has been enacted by City Council in order to protect and promote the integrity of designated neighborhoods. Parking regulations restrict unlimited parking by nonresidents, and provide the opportunity for residents to park near their homes. More information about the program and how to establish a program is available online.

Please feel free to contact me in the future with any questions or concerns.

Best,

Andrew

Andrew Trippel, AICP | Senior Planner
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-----Original Message-----

From: jacqueline.smith <jacquelinedebra@gmail.com>
Sent: Saturday, January 8, 2022 5:06 PM
To: Trippel, Andrew <atrippel@srcity.org>
Subject: [EXTERNAL] Pullman Phase II

Please make an effort look at all the factors that make this project more about making money than making homes and quality of life for our neighborhood. Our neighborhood is not able to handle any more traffic. There is no parking for these projects and there are not ways to increase roadways in our area.

THIS IS NOT A SMART PLAN. This is not affordable housing. This is not benefiting anyone except the developers.

Jacqueline Smith

Sent from my tiny phone. Apologies for grammar and spelling

From: [Trippel, Andrew](#)
To: [Marian McKenna](#)
Subject: RE: [EXTERNAL] Pullman development
Date: Wednesday, January 12, 2022 12:18:00 PM

Good afternoon,

Thank you for your email comments, which will be shared with the project applicant and retained in the project record. The Downtown Santa Rosa project, Pullman Phase II - Building C, is scheduled for a required pre-application Neighborhood Meeting on January 12, 2022, and for required pre-application Concept Design Review on January 20, 2022. Following these pre-application activities, the project would require an approved Minor Design Review entitlement in order to seek building permits for construction. I do hope that you are planning to participate in these meetings. Information about these meeting opportunities is available online (see <https://srcity.org/2970/Developments> for Neighborhood Meeting information and <https://srcity.org/1323/Design-Review-Board> for Concept Design Review information).

Regarding your concerns, pre-application project information indicates that the project would provide 40 units ranging from 414-625 square feet. Multifamily development is a permitted use at this project location. Currently, the Zoning Code does not have a minimum parking requirement for any land use – residential or commercial – in the Downtown area (see Section 20-36.040, Table 3-4 – Downtown Station Area Specific Plan – Attached Multifamily Residential Uses). This reflects policy established by the Downtown Station Area Specific Plan adopted by City Council in Fall 2020 and then codified in the current Zoning Code. To ensure that existing on-street parking continues to provide for the needs of existing neighborhood residents, neighborhood residents could propose a Residential Permit Parking Program. This program has been enacted by City Council in order to protect and promote the integrity of designated neighborhoods. Parking regulations restrict unlimited parking by nonresidents, and provide the opportunity for residents to park near their homes. More information about the program and how to establish a program is available online.

Please feel free to contact me in the future with any questions or concerns.

Best,

Andrew

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-----Original Message-----

From: Marian McKenna <Chabansky@yahoo.com>
Sent: Sunday, January 9, 2022 6:15 PM
To: Trippel, Andrew <atrippel@srcity.org>
Subject: [EXTERNAL] Pullman development

I'm a nearby property owner. Only 5 parking spots for 40 apartments? What was the rationale? Where will residents park?

Marian McKenna

From: [Trippel, Andrew](#)
To: [Alexis P-H](#)
Subject: RE: [EXTERNAL] Concern for Pullman Building C
Date: Wednesday, January 12, 2022 12:14:00 PM

Hi Alexis,

Thank you for your email comments, which will be shared with the project applicant and retained in the project record. The Downtown Santa Rosa project, [Pullman Phase II - Building C](#), is scheduled for a required pre-application Neighborhood Meeting on January 12, 2022, and for required pre-application Concept Design Review on January 20, 2022. Following these pre-application activities, the project would require an approved Minor Design Review entitlement in order to seek building permits for construction. I do hope that you are planning to participate in these meetings. Information about these meeting opportunities is available online (see [Neighborhood Meeting](#) and [Concept Design Review](#)).

Regarding your parking concern, pre-application project information indicates that the project would provide 40 units ranging from 414-625 square feet and five on-site parking spaces. Currently, the Zoning Code does not have a minimum parking requirement for any land use – residential or commercial – in the Downtown area (see [Section 20-36.040, Table 3-4](#) – Downtown Station Area Specific Plan – Attached Multifamily Residential Uses). This reflects policy established by the Downtown Station Area Specific Plan adopted by City Council in Fall 2020 and then codified in the current Zoning Code. To ensure that existing on-street parking continues to provide for the needs of existing neighborhood residents, neighborhood residents could propose a Residential Permit Parking Program. This program has been enacted by City Council in order to protect and promote the integrity of designated neighborhoods. Parking regulations restrict unlimited parking by nonresidents, and provide the opportunity for residents to park near their homes. More information about the program and how to establish a program is [available online](#).

Thanks again for responding to our telephone conversation with email comments. Please feel free to contact me in the future with any questions or concerns.

Best,

Andrew

Andrew Trippel, AICP | Senior Planner

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From: Alexis P-H <alexispuertoholmes@gmail.com>

Sent: Wednesday, January 5, 2022 2:30 PM

To: Trippel, Andrew <atrippel@srcity.org>

Subject: [EXTERNAL] Concern for Pullman Building C

Hello Andrew,

I wanted to reach out following our phone conversation to voice my concerns of parking relating to the Pullman Building C Phase II construction. I live in the neighborhood (off of Ripley street) and already have a difficult time with parking as it is. I love the idea of having more affordable housing in the neighborhood, however after reading the notice of this building am a bit worried that only 5 parking spaces are provided for 40-units. These are multi family residential buildings, which means we're looking at possibly well over 40 vehicles in the vicinity. I really hope this issue can be addressed. Thank you.

Best,

Alexis

From: [Trippel, Andrew](#)
To: [Hody Wilson](#)
Subject: RE: [EXTERNAL] Pullman Phase II
Date: Wednesday, January 12, 2022 1:56:00 PM

Good afternoon,

Thank you for your email comments, which will be shared with the project applicant and retained in the project record. The Downtown Santa Rosa project, Pullman Phase II - Building C (<https://srcity.org/3694/Pullman-Phase-II--Building-C>), is scheduled for a required pre-application Neighborhood Meeting on January 12, 2022, and for required pre-application Concept Design Review on January 20, 2022. Following these pre-application activities, the project would require an approved Minor Design Review entitlement in order to seek building permits for construction. The project is required to comply with the City's current Inclusionary Housing Ordinance.

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Pursuant to current Inclusionary Housing Ordinance requirements, [Section 21-02.050(B)], all multifamily residential or mixed use development projects located in the Downtown shall pay a housing impact fee or shall provide at least four percent of the total number of new dwelling units as affordable to low income households or at least three percent of the total number of new dwelling units as affordable to very low income households. Pullman Phase II - Building C has indicated in its preliminary project proposal that it will comply with the Inclusionary Housing Ordinance by designating new dwelling units as affordable to low income or very low income households. At a minimum, the project would be required to provide at least two units for low income households (40 units * 4% = 1.6 units) or two units for very low income households (40 units * 4% = 1.2 units). The project would be required to enter into an Affordability Agreement with the City to ensure that these units are income-restricted. The project applicant may choose to provide more affordable housing units; however, current City regulations do not require it to do so.

Regarding your parking concern, pre-application project information indicates that the project would provide 40 units ranging from 414-625 square feet and five on-site parking spaces. Currently, the Zoning Code does not have a minimum parking requirement for any land use – residential or commercial – in the Downtown area (see Section 20-36.040, Table 3-4 – Downtown Station Area Specific Plan – Attached Multifamily Residential Uses). This reflects policy established by the Downtown Station Area Specific Plan adopted by City Council in Fall 2020 and then codified in the current Zoning Code. To ensure that existing on-street parking continues to provide for the needs of existing neighborhood residents, neighborhood residents could propose a Residential Permit Parking Program. This program has been enacted by City Council in order to protect and promote the integrity of designated neighborhoods. Parking regulations restrict unlimited parking by nonresidents, and provide the opportunity for residents to park near their homes. More information about the program and how to establish a program is available online.

I hope this information is helpful. I'm happy to meet with you to discuss the City's current policies and incentives that support City-wide housing production, including development of affordable housing, as well as current parking regulations, if you wish to do so.

Best,

Andrew

Andrew Trippel, AICP | Senior Planner
Planning & Economic Development | 100 Santa Rosa Ave Rm 3 | Santa Rosa, CA 95404

Tel. (707) 543-3223 | Fax (707) 543-3269 | atrippel@srcity.org

-----Original Message-----

From: Hody Wilson <hodywilson@gmail.com>

Sent: Tuesday, January 11, 2022 6:06 PM

To: Trippel, Andrew <atrippel@srcity.org>

Subject: [EXTERNAL] Pullman Phase II

Dear Mr Trippel,

I've been a resident of the West End Neighborhood for 35 years and support efforts to increase available housing. But can't understand the City's reasoning with this plan. The building is too tall to complement the neighborhood. At 5% affordable units, it misses the City's requirements of 20% by quite a stretch. Offering 2 affordable units is laughable. And I can't believe the plan for parking spaces. I thought the City required 1 space per unit; this project has only 5 parking spaces for 40 units. In my opinion the neighborhood will suffer congested streets by absorbing the overflow parking for the additional 30-40 cars.

I hope that you will address these issues at the upcoming Neighborhood and Design Review Board meetings.

Thank You for reading this and considering my concerns,

Hody Wilson

From: [Trippel, Andrew](#)
To: [Jessica Tekla Les](#)
Subject: RE: [EXTERNAL] Pullman Phase II - Building C
Date: Friday, January 14, 2022 11:48:00 AM

Good afternoon,

Thank you for your email comments, which will be shared with the project applicant and retained in the project record. The Downtown Santa Rosa project, Pullman Phase II - Building C, completed its required pre-application Neighborhood Meeting on January 12, 2022, and is scheduled for a required pre-application Concept Design Review on January 20, 2022. Following these pre-application activities, the project would require an approved Minor Design Review entitlement in order to seek building permits for construction. I do hope that you are planning to participate in the upcoming meeting. Information about the meeting opportunity is available online (see <https://srcity.org/1323/Design-Review-Board> for Concept Design Review information).

Regarding your concerns, pre-application project information indicates that the project would provide 40 units ranging from 414-625 square feet. Multifamily development is a permitted use at this project location. Currently, the Zoning Code does not have a minimum parking requirement for any land use – residential or commercial – in the Downtown area (see Section 20-36.040, Table 3-4 – Downtown Station Area Specific Plan – Attached Multifamily Residential Uses). This reflects policy established by the Downtown Station Area Specific Plan adopted by City Council in Fall 2020 and then codified in the current Zoning Code. To ensure that existing on-street parking continues to provide for the needs of existing neighborhood residents, neighborhood residents could propose a Residential Permit Parking Program. This program has been enacted by City Council in order to protect and promote the integrity of designated neighborhoods. Parking regulations restrict unlimited parking by nonresidents, and provide the opportunity for residents to park near their homes. More information about the program and how to establish a program is available online.

Concerns about potential traffic or parking issues resulting from the proposed use were expressed at the Neighborhood Meeting, with the focus being on potential impacts to existing on-street parking facilities. The applicant's presentation and response provided a detailed explanation of how the project's location, Transit-Oriented Development orientation, and target residential market are anticipated to result in reduced reliance on automobiles, which would then reduce parking demand. It noted that parking demand for similar urban projects is less than one space per unit and that Pullman Phase I will generate \pm 17 parking spaces on Wilson Street. The applicant indicated a willingness to work with area residents to develop an area residential parking program for on-street parking, as well as to explore other parking demand management options.

Please feel free to contact me in the future with any questions or concerns.

Best,

Andrew

Andrew Trippel, AICP | Senior Planner

Planning & Economic Development | 100 Santa Rosa Ave Rm 3 | Santa Rosa, CA 95404
Tel. (707) 543-3223 | Fax (707) 543-3269 | atrippel@srcity.org



From: Jessica Tekla Les <jessicatekla@gmail.com>

Sent: Wednesday, January 5, 2022 8:56 PM

To: Trippel, Andrew <atrippel@srcity.org>

Subject: [EXTERNAL] Pullman Phase II - Building C

Hi Andrew,

I am excited to see more housing development in Santa Rosa.

However 5 parking spaces for 40 units will absolutely not work. Santa Rosa, and Sonoma County as a whole, lacks sufficient public transportation and walkable amenities such as grocery stores to enable a resident to live without a car. Most households in Santa Rosa have 2 cars per household, not zero. Also most jobs with livable wages require a car to reach them reasonably.

A minimum of one parking spot per unit will still be insufficient, however a great improvement over 5. There is simply not enough parking in the tiny west end neighborhood to accommodate all the cars that will need parking spaces from this single proposed development.

Thank you for considering.

Jessica Les