

CITY OF SANTA ROSA  
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
STAFF REPORT FOR THE DESIGN REVIEW BOARD  
**August 4, 2022**

**PROJECT TITLE**

420 Mendocino

**APPLICANT**

5th & Mendocino Partners LLC

**ADDRESS/LOCATION**

420 Mendocino Ave, 0 Riley St, 611 5<sup>th</sup> St

**PROPERTY OWNER**

Ed Khakbaz, Gary Chu, Zach Berkowitz

**ASSESSOR'S PARCEL NUMBER**

009-026-009, 009-026-014, 009-026-006

**FILE NUMBER**

DR22-020

**APPLICATION DATE**

April 18, 2022

**APPLICATION COMPLETION DATE**

April 18, 2022

**REQUESTED ENTITLEMENTS**

Design Review

**FURTHER ACTIONS REQUIRED**

None

**PROJECT SITE ZONING**

CMU-DSA (Core Mixed Use – Downtown  
Station Area Combining District)

**GENERAL PLAN DESIGNATION**

Core Mixed Use

**PROJECT PLANNER**

Monet Sheikhal

**RECOMMENDATION**

Approval

Agenda Item  
For Design Review Board Meeting of: August 4, 2022

CITY OF SANTA ROSA  
DESIGN REVIEW BOARD

TO: CHAIR WEIGL AND MEMBERS OF THE BOARD  
FROM: MONET SHEIKHALI, SENIOR PLANNER  
SUBJECT: PLANNING AND ECONOMIC DEVELOPMENT  
420 MENDOCINO

AGENDA ACTION: RESOLUTION

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RECOMMENDATION

It is recommended by the Planning and Economic Development Department that the Design Review Board, by resolution, grant Design Review approval for the 420 Mendocino project, located at 420 Mendocino Avenue, 0 Riley Street, and 611 5th Street.

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EXECUTIVE SUMMARY

The proposed project involves the construction of a 172,644-square-foot, eight-story building on an approximately 0.63-acre site. The site is currently comprised of three parcels (one with frontages on both Mendocino Avenue and Riley Street, one with frontage on Riley Street, and one at the corner of Riley Street and 5th Street). These three parcels will be merged into a single parcel as part of the proposed project. The project includes a total of 123,990 square feet of residential floor area, a 10,791 square foot stacked parking garage, and 2,715-square feet of commercial space.

The project site is located within the Downtown Station Area Specific Plan Priority Development Area (PDA). Pursuant to Zoning Code Section 20-16.070, the review authority for Design Review for residential projects within a PDA is the Zoning Administrator, with a prior submittal for Concept Design Review by the Design Review Board. However, to allow a more streamlined review of a previously approved project and to address the lack of a step back required along 5<sup>th</sup> Street per Section 20-28.060, the Planning Director elected to elevate review of the proposed design from the Zoning Administrator to the Design Review Board (DRB).

BACKGROUND

The proposed project includes revisions to a 128-unit project that was approved in 2018 by the Zoning Administrator, following Concept Design Review by the DRB. The applicant is proposing to expand the project site to the adjacent parcel (611 5th St), resulting in the addition of 33 residential units with minor exterior changes to the

previously approved project. The new proposal would maintain the same height (85') as the original project but would be eight-levels instead of seven and includes ground floor commercial space on the corner of 5th and Riley Street. The proposed project includes six micro studios, 18 studios, 18 one-bedroom junior units, 51 one-bedroom units, and 68 two-bedroom units. The total vehicle parking spaces would be 100 spaces with a total of 48 bicycle parking spaces.

The two main residential entrances will be located at two corners of the site, one on Mendocino Avenue and the other on the corner of 5th & Riley Streets, which would also include access to the commercial areas. Two parcels located at 420 Mendocino Avenue and 5th Street are zoned CMU-DSA (Core Mixed Use – Downtown Station Area combining district) with the Active Ground Floor Overlay. Per the Zoning Code [Section 20-28.060\(H\)](#), active ground floor frontages are key to creating the vibrant character envisioned for the Downtown Station Area.

The building will be composed of concrete, a middle clad in a combination of metal and cementitious siding, a top defined by a roof deck on Mendocino Avenue, and a simple metal parapet cap. The proposed building will include the following:

- Ground level: The main entrances, one on Mendocino Ave. and one on 5th St., will be connected via a small private paseo that would also access the private courtyard. The commercial space will be located on the same street frontages. The parking garage entrance and storage, mechanical room, common bike room, and trash room will be located on Riley Street.
- Second level: A residential management office, fitness center for residents, and five residential units will be located on the second level. Behind these uses is the proposed parking garage with 100 vehicular spaces.
- Upper levels: The remaining floors will be comprised primarily of residential units. A 1,050-square-foot common roof deck space will be provided along Mendocino Avenue with added greenery to the top of the building.
- The units will range in size from 400 square feet to 1,075 square feet and include junior studios, studios, and one and two bedroom units. Select units along Riley Street and 5th Street/Mendocino Avenue interior facades will include small private balconies (minimum of 40 square feet).

#### 1. Surrounding Land Uses

North: Core Mixed Use; currently occupied by various commercial uses.

South: Core Mixed Use; currently occupied by a restaurant use.

East: Core Mixed Use; currently occupied by office uses.

West: Core Mixed Use; currently occupied by multiple commercial and office uses.

2. Existing Land Use – Project Site

The subject site is located within downtown Santa Rosa and is surrounded by various commercial uses on all sides. The proposed building will be constructed on three parcels. The parcel at 420 Mendocino is developed with a single-story commercial building, the parcel at 0 Riley Street is developed as a surface parking lot, and a vacant single-story commercial building anchors the corner of 5th and Riley Street. One existing street tree on 5th Street will need to be removed to avoid damage by the proposed building overhang on Riley Street. The applicant will plant a new street tree along Mendocino Avenue to mitigate the tree removal.

3. Project History

On July 5, 2018, the Design Review Board reviewed the proposed plans as a concept item.

On July 30, 2018, a Neighborhood Meeting was held to introduce the proposal to the neighbors and interested members of the public.

On October 4, 2018, the Design Review Board reviewed the revised proposed plans as a concept item.

On October 10, 2018, the Santa Rosa Zoning Administrator approved the Design Review application.

On April 18, 2022, the Planning and Economic Development received the revised Design Review Permit applications and Project materials.

In 2018, first, the applicant submitted a Concept Design Review to construct a 121,235-square-foot building on three parcels located at 420 Mendocino Avenue, 0 Riley Street, and 611 5th Street. Later that year, the parcel addressed 611 5th Street was removed from the proposal, and the project was reduced to 97,089 square feet. The Zoning Administrator approved the project in 2019. When the project received approval, the zone for parcels was CD-10-SA/CD-10 (Downtown Commercial-Station Area/Downtown Commercial) which had different development standards than the current CMU (Core Mixed Use) zone. In October 2020, the City Council adopted an updated Downtown Station Area Specific Plan (DSASP). The land use designation and zoning district for the project site was changed to CMU (Core Mixed Use) with Downtown Station Area Combining District (-DSA).

In April 2022, the applicant submitted a revised plan and included parcel address 611 5th Street into the project again. The number of dwelling units was increased from 128 to 161, and parking spaces were increased from 72 to 100 spaces. The table below summarizes the approved project details in 2018 compared to the current proposal.

	2018 Proposal	Current Proposal
Height	85'	85'
FAR	N/A	5.8
Levels	7	8
Residential Area	83,010 sf	125,553
Commercial Area	1,983 sf	1,815 sf
Open Space (Total)	5,830 sf	2,975 sf
Roof Terrace	1,330 sf	1,050 sf
Balconies / Terraces	4,500 sf	1,925 sf
Circulation	14,050 sf	115,508 sf
Service	5,525 sf	6,332 sf
Units (Total)	128	161
Micro Studio	-	6
Studio	64	18
Jr 1 BR	-	18
1 BR	30	51
2 BR	34	68
Car Parking	86 spaces	100 spaces
Bike Parking	132 spaces	48 spaces

## **ANALYSIS**

### **1. General Plan**

All three parcels for this project are designated as Core Mixed Use on the General Plan Land Use Diagram. The Core Mixed Use (CMU) designation is intended to foster a vital mix of residential, retail, office, governmental, entertainment, cultural, educational, and hotel uses to activate the greater Courthouse Square area and key transit corridors. The principal objectives of the CMU designation are to strengthen the role of this area as a business, governmental, retail, and entertainment hub for the region, and accommodate significant new residential development that will extend the hours of activity and create a built-in market for retail, service, and entertainment uses. High-rise development in all-residential or mixed-use buildings is envisioned in a walkable, bikeable environment with public gathering places such as plazas, courtyards, or parks and easy access to public transit. The Core Mixed Use designation has a

maximum FAR range of 3.0-8.0 except for 12 contributor properties on B, 7th and 10th Streets.

The most applicable General Plan goals along with Staff's analysis are included below:

### **Land Use**

- LUL-A Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting reductions in greenhouse gas emissions citywide.
- LUL-E Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities and schools are within easy walking distance of most residents.
- LUL-F Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.
- LUL-L Ensure land uses that promote use of transit.
- LUL-M Ensure new development and streetscape projects provide pedestrian and bicycle circulation improvements.
- LUL-S Develop an attractive, safe, and extensive network for pedestrian and bicyclist movements.

### **Urban Design**

- UD-B Preserve and strengthen downtown as a vital and attractive place.
- UD-G Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity and reducing energy use.

### **Housing**

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

Staff Response: The project implements many of the General Plan goals and policies related to Land Use, Urban Design, and Housing. The project proposes a well-designed, mixed-use project within the City's downtown area. The proposal will result in a varied housing stock for the City and residential units located within walking distance of the downtown and the transit mall.

## **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. Two parcels (420 Mendocino Ave & 611 4<sup>th</sup> St) are zoned CMU-DSA (Core Mixed Use – Downtown Station Area combining district).

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:

- DS-1: New development with frontage on streets in the Active Ground Floor Overlay shown on Map UDCS-1 shall provide design features that optimize the pedestrian experience. To comply with this requirement, developments with up to 90 linear feet of frontage must provide two or more of the following and developments with over 90 linear feet of frontage must provide three or more of the following:
- Awnings or overhangs over all ground floor entrances;
  - One piece of street furniture for each 15 linear feet of street frontage, which may include seating, ornamental planting boxes, informational kiosks, bicycle racks, and trash/recycling receptacles integrated into front setbacks where sidewalk width is not sufficient to accommodate street furniture;
  - Integrated public art in the form of a mural, sculpture, light display, or other original work of a permanent nature as defined in the City Code;
  - At least 600 square feet of publicly accessible active or passive recreational space on-site, or in the form of a curbside parklet;
  - A green/living wall of a size equivalent to at least 15 percent of the building façade as measured between 2 and 12 feet above the level of the sidewalk;
  - An innovative alternative strategy for optimizing the pedestrian experience along streets in the Active Ground Floor Overlay not included on this list. Proposals shall be evaluated by staff and considered on a case-by-case basis. The proposal shall be permitted provided that, at the recommendation of staff and determination of the review authority, applicable DSASP Urban Design Principles and development standards are being met with the alternative strategy proposed.
- DS-2: Properties with frontage on streets in the Active Ground Floor Overlay shall provide at least one primary pedestrian entrance or alternative design solution(s) that implements active ground floor goals as described in the 2020 Downtown Station Area Specific Plan, subject to approval by the review authority.
- DS-3: Ground floor facades of non-residential development on streets in the Active Ground Floor Overlay shall have clear, untinted glass or other glazing material that allows views of indoor space between a height of two and seven feet above grade.

- 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-4: A diverse range of housing opportunities suitable for people of all incomes, abilities, and stages of life.

Staff Response: By providing housing and commercial spaces in the Downtown Station Area, the Project will have an energizing effect on the downtown by putting residents within walking distance of services, shops, restaurants, and entertainment. Like the General Plan, the DSASP encourages a mix of multi-family housing types that will meet the needs of residents of all income levels, abilities, and age groups. The proposed Project provides an alternative type of housing product to help meet the housing needs of Santa Rosa residents and includes commercial spaces to promote walkability within the downtown.

### 3. Zoning Code

The Zoning Code implements the goals and policies of the General Plan by classifying and regulating the use of land and structure development within the City. The project site is zoned Core Mixed Use (CMU) which is applied to areas within downtown Santa Rosa to foster a mix of residential and nonresidential uses to activate the greater Old Courthouse Square area and key transit corridors. The CMU zoning district implements and is consistent with the Core Mixed Use land use classification of the General Plan. The project has been reviewed for compliance with the applicable Zoning Code standards and been found to be consistent. Below is a brief discussion regarding the development standards for CMU-DSA zoning district:

**Lot Coverage:** 100% coverage is allowed.

**Floor Area Ratio (FAR):** The parcel's FAR is 8 and the proposed project FAR is 5.8, excluding parking and commercial areas. This FAR achieves the mid-point of the maximum FAR.

**Building Height:** The height of the proposed building is 85 feet. There is no maximum building height for buildings within the CMU zoning district.

**Density:** Not minimum or maximum density is required for parcels with an assigned FAR.

**Setbacks:** The project meets or exceeds all setbacks outlined for the CMU zoning district in Table 2-8 of Zoning Code Section 20-22.040. The required front setback for ground floor commercial areas is from 0 to 10 feet. The proposed commercial setbacks along Riley Street vary from 3 to 6 feet, and along Mendocino Ave is 5 feet. The side or rear setbacks are 5 feet if abutting a low-density residential use otherwise is none. The proposed setbacks on the north side are 3 feet, and on the south side, it varies from 10 feet to 18 feet.

**Building design:** Per Zoning Code section 20-23.060, building design shall create visual interest and avoid large-scale, bulky, or box-like appearance. The proposed project includes various materials and articulations with some vegetation elements in the façade design.

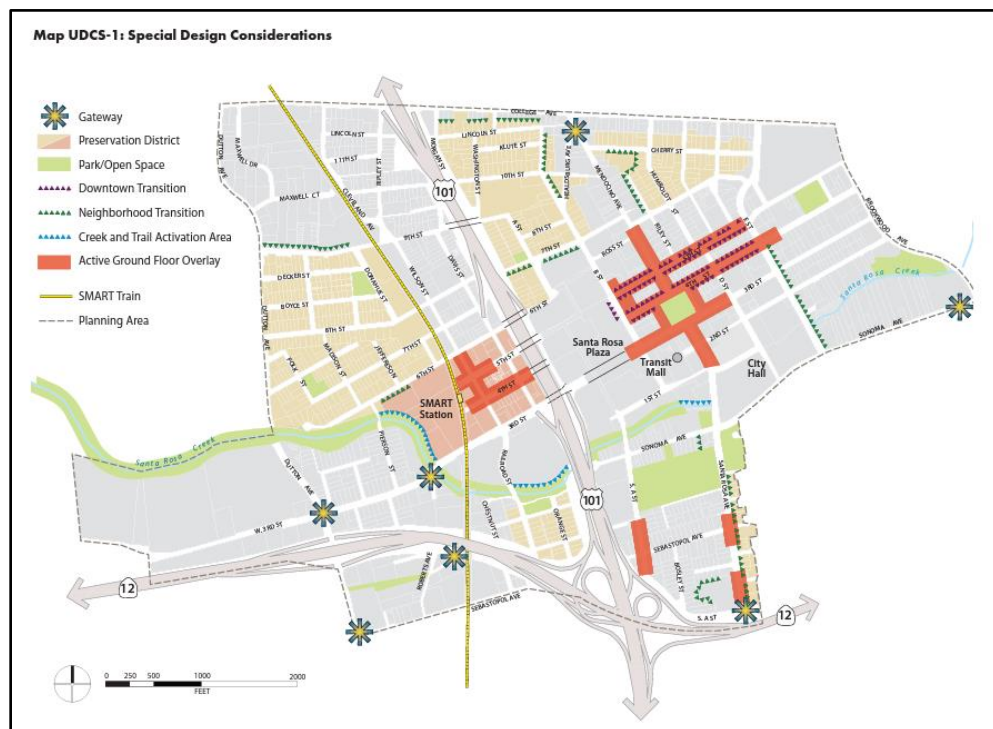
**Ground level design requirements:** Per Zoning Code Section 20-23.060, the minimum floor-to-ceiling height of the ground floor commercial space shall be at least 12 feet. The project meets or exceeds this requirement by proposing a height of 21 feet and 11 inches, floor to ceiling, for the commercial spaces.

**Parking:** The proposed residential project is within the Downtown Station Area Specific Plan, where no minimum parking spaces are required for residential uses. However, the project provides 100 vehicle parking spaces within the proposed garage.

### **Downtown Station Area Combining District (-DSA):**

The -DSA combining district is intended to enhance and reinforce distinctive characteristics within the Downtown Station Area Specific Plan area and create environments that are comfortable to walk in by establishing development form, intensity, streetscape, and public realm standards.

The -DSA combining district standards apply to properties designated Downtown Transition, Neighborhood Transition, Creek and Trail Activation, or Active Ground Floor Overlay on the Downtown Station Area Specific Plan Map (Figure Below). The project site is located in an area designated Downtown Transition along 5<sup>th</sup> Street and Active Ground Floor Overlay on both Mendocino Avenue and 5<sup>th</sup> Street.



Downtown Transition Standards are applied to areas within the Downtown Station Area Specific Plan area to create a welcome pedestrian environment in the downtown core area. Buildings in the Downtown Transition zone shall step back a minimum of six feet, or as approved by the Review Authority, above the fifth floor. As such the applicant is requesting to avoid the requirement of the fifth-floor step back in order to maintain the consistency with the previously approved project.

Active Ground Floor Overlay frontages are key to creating the vibrant character envisioned for the Downtown Station Area. All proposed development on a parcel designated Active Ground Floor Overlay shall comply with the following development standards.

1. On corner lots where only one frontage is in the Active Ground Floor Overlay, ground floor activating strategies shall also be applied to the intersecting street frontage as appropriate, subject to review by the review authority.
2. New development with frontage on streets in the Active Ground Floor Overlay shall provide design features that optimize the pedestrian experience. To comply with this requirement, developments with up to 90 linear feet of frontage must provide two or more of the following and developments with over 90 linear feet of frontage must provide three or more of the following:
  - Awnings or overhangs over all ground floor entrances;
  - One piece of street furniture per 15 linear feet of street frontage. Street furniture may include seating, ornamental planting boxes, informational kiosks, bicycle racks, or trash/recycling receptacles integrated into front setbacks where sidewalk width is not sufficient to accommodate street furniture;
  - Integrated public art in the form of a mural, sculpture, light display, or other original work of a permanent nature as defined in the City Code;
  - At least 600 square feet of publicly accessible active or passive recreational space on-site, or in the form of a curbside parklet;
  - A green/living wall of a size equivalent to at least 15 percent of the building façade as measured between two and 12 feet above sidewalk level;
  - Innovative alternative strategies to optimize the pedestrian experience along Active Ground Floor Overlay streets.
  - Alternatively, this requirement can be satisfied through compliance with Policy LU-1.4 in the Land Use chapter. This policy requires that development within the Active Ground Floor Overlay

designation provide uses or building design features that activate the ground floor. To comply with this requirement, one or more of the follow active ground floor uses may be provided: retail and service establishments; restaurants; cafes; bars and brew pubs; co-working spaces; art and craft studios; other substantially similar uses.

3. Properties with street frontage in the Active Ground Floor Overlay shall provide at least one primary pedestrian entrance or alternative design solution(s) that implements active ground floor goals as described in the 2020 Downtown Station Area Specific Plan, subject to approval by the review authority.
4. Ground floor façades of nonresidential development on streets in the Active Ground Floor Overlay shall have clear glass that is free of tinting or other glazing material to allow views of indoor space between a height of two and seven feet above grade.
5. Where a project site is bordered by side street or alley, vehicular access shall be taken from side street or alley subject to discretionary review.
6. Surface parking shall not be located between the sidewalk and building façade on streets in the Active Ground Floor Overlay.
7. Loading and service areas shall not be visible from streets in the Active Ground Floor Overlay and shall be located at the rear of the property, within structures, or on interior streets.

Staff Response: The proposed project meets the Active Ground Floor Overlay requirements by providing a commercial (restaurant/café) at the corner of Riley and 5th Street and commercial space (fitness center) along Mendocino Avenue; including seating and ornamental planting boxes; including primary pedestrian entrances; including clear glazing windows for the commercial areas on the ground floor; parking entrance and trash room access point are located on Riley Street.

#### 4. Design Guidelines

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

##### **Neighborhood Design**

- 1.1.1.C To promote neighborhoods that feature a variety of housing types (both single-family and multi-family) as well as a variety of price ranges.

##### **Downtown Station Area**

- 2.4.3 Locate entrances and upper-story windows such that they look out onto and, at night, cast light onto, sidewalks and pedestrian paths.

- 2.4.4 Improve the setback area along the residential street frontages with trees and planting to enhance the landscape quality and the character of the existing residential street.
- 2.4.7 To establish continuity between land uses, all new developments in the Downtown Station Area, regardless of size or use, should reflect a similar urban form that is human-scale and pedestrian-oriented, with strong physical and visual connections to fronting streets.
- 2.4.8 Surrounding buildings establish the context for the design of new buildings. Whether new buildings are detailed in a historical, contemporary or eclectic manner, incorporating similar rhythm and proportions found in adjacent buildings improves the compatibility between new and old.
- 2.4.13 Building façades should be constructed of high quality and durable materials such as stone, brick, tile, wood, glass, and metal. Use of stucco should be minimized and aluminum mesh is discouraged as a balcony material. Ground floor should use high quality material with texture.
- 2.4.16 Upper story step-backs should incorporate features that activate the setback areas, such as balconies, terraces, living roofs, and greenery.
- 2.6.1 Parking areas should generally be below grade, in a podium, or “wrapped” with uses to reduce the visual impact. Where not feasible, surface parking should be located behind buildings.

### **Multi-family Residential**

- 3.2.I.E To provide developments with logical layouts that people can navigate through without confusion.
- 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.
- 3.2.III.A.4 Avoid dressing up fronts of building with higher quality materials and switching to less expensive siding material on the sides and back. Design all four sides of buildings.
- 3.2.III.B.1 Orient the main entrance of each unit, or the building to the street or to a common open area.
- 3.2.III.C.2 Avoid buildings with a massive appearance. Divide buildings into segments that break down the scale.
- 3.2.III.E.2 Locate garages or carports to minimize their impact from the public street. The main buildings should be the dominant visual statement along the public streetscape.

### **Landscaping**

- 4.1 II 2 Provide special attention to incorporation of trees in all landscape design.
- 4.1 II 6 Select landscape materials and plants that are appropriate in scale and function to the locations in which they are placed.
- 4.1 II 13 Automatically controlled irrigation systems with multiple programs and repeat start times, are required.

### **Off-Street Parking**

- 4.2 II A 2 Do not locate parking stalls adjacent to vehicular entrances and exits where vehicles entering and exiting the parking space will be in conflicts with vehicles entering and exiting the parking lot. Provide a minimum of 15 feet behind the sidewalk to the first parking space.
- 4.2 II B 3 Screen parked cars from public street frontage. Screening may be of landscaping, a planted earth berm, planted fencing, or some combination of the above. The screening should be to a height of not less than 4 feet above the adjacent sidewalk (or curb if there is no sidewalk) to obscure the greater portion of each parked vehicle.

Staff response: The proposed development implements several goals and policies from the Design Guidelines by proposing an attractive building that incorporates various materials into the exterior design, including textured concrete, Hardie siding, metal cladding, glazed openings, open metal mesh screening, wood siding, and metal balconies. The building design incorporates balconies on the upper floors and street-facing windows that break up the massing and put more eyes on the street. The Project establishes visual interest with main entrances facing Mendocino Avenue and 5th Street that activate the street frontage. In addition, the Project proposes covered on-site parking spaces and a covered trash enclosure, which minimizes operational and visual impacts from the public street.

### **5. Neighborhood Comments**

No comments have been received as of the date this report was written.

### **6. Public Improvements/On-Site Improvements**

A comprehensive list of on and offsite improvements are included the Engineering Development Services Exhibit A, dated June 20, 2022, and are attached to the draft resolution. To summarize, the project will be required to design curb and driveway cuts to the current City Standards; widen the existing sidewalk; and comply with the Water Efficient Landscape Ordinance (WELO).

### FISCAL IMPACT

Approval of this action will not have a fiscal impact on the General Fund.

### ENVIRONMENTAL IMPACT

The Project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and qualifies for the following exemptions:

- 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.

CEQA Guidelines Section 15162 provides that no additional review is required where an EIR is certified or a negative declaration has been adopted for a project and there are no substantial changes to the project or changed circumstances which will result in new or more severe environmental impacts and there is no new information showing the project will have significant effects not discussed in the EIR.

- CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) in that:
  1. The Project is consistent with the development density established by existing zoning, General Plan policies for which an Environmental Impact Report (EIR) was certified.
  2. There are no project specific effects which are peculiar to the Project or its site, which the General Plan EIR failed to analyze as significant effects. The project site is located in an area developed with commercial and institutional uses. The property does not support any peculiar environmental features, and the Project would not result in any peculiar effects.
  3. There are no potentially significant off-site and/or cumulative impacts which the General Plan EIR failed to evaluate. The proposed Project is consistent with the density and use characteristics of the development considered by the General Plan EIR. The General Plan EIR considered the incremental impacts of the future development, such as the Project, and no potentially significant off-site or cumulative impacts have been identified which were not previously evaluated.
  4. There is no substantial new information which results in more severe impacts than anticipated by the General Plan EIR. No new information has been identified which would result in a determination of a more severe impact than what had been anticipated by the General Plan EIR.

5. The project will undertake feasible mitigation measures specified in the General Plan EIR. The mitigation measures will be undertaken through Project design, compliance with regulations and ordinances, or through the Project's conditions of approval.
- A Class 32 (Infill) exemption under CEQA Guidelines Section 15332 in that:
    1. The Project is an allowed use in the CMU-DSA (Core Mixed Use – Downtown Station Area) zoning district and is consistent with the 2035 General Plan Core Mixed Use land use designation;
    2. The Project site is located within the city limits of the City of Santa Rosa, does not exceed five-acres, and is surrounded by urban uses;
    3. The project site, which is in the City's downtown and is currently developed with two commercial buildings and a parking lot, and does not have any habitat value for endangered, rare, or threatened species;
    4. The Project will not result in any significant traffic, noise, air quality, or water quality impacts. Specifically, the City's Traffic Engineering Division has reviewed the Traffic Report prepared by W-Trans, dated July 7, 2022, which concludes there will not be any significant traffic impacts. Further, the project is conditioned to comply with the City's Noise Ordinance, and complies with all required policies contained in the City's adopted Climate Action Plan. Finally, the project is required to comply with all Air Quality mitigation measures contained in the Specific Plan EIR, and the project is conditioned to comply with all requirements of the City Storm Water Low Impact Development Technical Design Manual; and
    5. All required public utilities and public access necessary to serve the Project are located adjoining the project site. City staff has reviewed the plans and conditions the project appropriately.

The City has further determined that no exceptions to the exemptions apply and there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances (CEQA Guidelines Section 15300.2.) This determination is based on the current development of the site and the surrounding area.

#### BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

None.

#### NOTIFICATION

All noticing 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 subject site.

### ISSUES

There are no unresolved issues.

### ATTACHMENTS

Attachment 1: Disclosure Form  
Attachment 2: Location Map  
Attachment 3: Project Narrative  
Attachment 4: Project Plans  
Attachment 5: Updated Traffic Study, dated July 7, 2022  
Attachment 6: Exterior Light Fixture Exhibit

Resolution      Design Review

### CONTACT

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