

RESOLUTION NO. INSERT ZA RESO NO.

**RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF SANTA ROSA
APPROVING MINOR DESIGN REVIEW FOR CONSTRUCTION OF A NEW VEHICLE
SERVICES FACILITY WITH LANDSCAPING FOR THE PROPERTY LOCATED AT
4362 HIGHWAY 12 SANTA ROSA, APN: 032-010-068, FILE NO. PRJ24-022**

WHEREAS, an application package, including a Minor Conditional Use Permit and Minor Design Review to allow a drive-through car wash (Minor Vehicle Services Facility) was submitted and fees were paid to the Planning and Economic Development Department (Project) on November 14, 2024; and

WHEREAS, the Santa Rosa Zoning Administrator has completed review of the Minor Design Review application to allow the proposed project described above; and

WHEREAS, the Minor Design Review approval to allow the proposed project is based on the project description, plans and official approved exhibit dated April 23, 2025; and

WHEREAS, on May 15, 2025, the Zoning Administrator approved a Minor Conditional Use permit for the Project; and

WHEREAS, the matter has been properly noticed as required by Section 20-52.030.H.2.a and no request for a public hearing has been received;

NOW, THEREFORE, BE IT RESOLVED that in accordance with Section 20-52.030.I, the Zoning Administrator of the City of Santa Rosa finds and determines that:

1. The design and layout of the proposed development is of superior quality, and is consistent with the General Plan, any applicable specific plan, applicable Zoning Code standards and requirements, the City's Design Guidelines, architectural criteria for special areas, and other applicable City requirements (e.g., City policy statements and development plans). The Project site is zoned General Commercial (CG), which allows a minor vehicle services facility use by obtaining approval of a Minor Conditional Use Permit. The CG zoning classification implements the Retail and Business Services General Plan designation, which is intended for retail and service enterprises. The project has been reviewed in compliance with the Design Guidelines for highway corridors and commercial districts by including landscaping along the street frontage, constructing an original building that is not repeated along on the corridor, and by providing circulation that is clear and understandable to customers and passersby. The project is not located within a specific plan area and there is no applicable corridor plan; and
2. The design is appropriate for the use and location of the proposed development and achieves the goals, review criteria and findings for approval as set forth in the Framework of Design Review in that the project follows the Framework of Design Review and is consistent with the design guidelines. Additionally, the project proposes attractive

landscaping, and service areas are placed behind the proposed structure, shielding vehicles from public view; and

3. The design and layout of the proposed development will not interfere with the use and enjoyment of neighboring existing or future developments. As designed, the parking spaces and drive-through lanes will be placed at the rear of the property, partially shielded by the new structure. The proposed landscaping will provide additional screening for the new structure and parking/hardscape areas; and
4. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood in that the new structure provides a unique architectural design to an existing eclectic and evolving area. The design includes landscaping that is sympathetic to existing neighbors and will soften views of the proposed hardscape and structure; and
5. The design of the proposed development will provide a desirable environment for its occupants, visiting public, and its neighbors through the appropriate use of materials, texture, and color and would remain aesthetically appealing and be appropriately maintained in that the Project will include new landscaping across the property, which will soften any hardscape, and buffer views from neighboring property owners. Parking is proposed to be located at the rear of the property. The proposed lighting is down shielded and is designed to avoid spill over beyond the Project Site. The application materials also included a Noise Study, dated October 30, 2024, prepared by MD Acoustics, LLC., which concluded that the project-only operational noise levels are anticipated to be up to 57 dBA Leq at residential uses north of the project site, with the Project plus ambient noise level resulting in no increase to the ambient levels, which meets the City's noise level criteria, stated in Zoning Code Section 17-16; and
6. The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity. The application included a Transportation Impact Study, dated December 3, 2024, prepared by W-Trans, which concluded that the project would not conflict with any policies or plans regarding pedestrian, bicycle, or transit modes of travel. The application materials also included a Noise Study, dated, prepared by MD Acoustics, LLC., which concluded that there is no increase to the ambient levels meets the City's noise levels of 55 dBA plus 5 dBA (Municipal Code Section 17-16.120). The plans have been reviewed by City staff, including the Fire Department, Traffic Engineering, Engineering Development Services, Planning, and the Building Division, and the project has been conditioned appropriately in terms of circulation, public safety, and compatibility; and
7. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).
- The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).
1. Pursuant to CEQA Guidelines Section 15183, the project is statutorily exempt from environmental review because it is consistent with the General Plan 2035 for which

an Environmental Impact Report was certified by Council in 2009. Specifically, the proposed use is consistent with the Retail and Business Services land use designation for the site, which is intended for retail and service enterprises. Further, the proposed use implements the applicable goals and policies of the General Plan by providing an amenity that caters to diverse age groups and provides local employment opportunities.

2. Pursuant to CEQA Guidelines Section 15332, the project qualifies for a categorical exemption as in-fill development:

- The Project is consistent with the Santa Rosa General Plan 2035 and the current City of Santa Rosa Zoning Code. The General Plan land use designation is Retail and Business Services, which is intended for retail and service enterprises, offices and restaurants. The zoning is General Commercial (CG), which allows vehicle services facility uses with the approval of a Minor Conditional Use Permit. The CG zoning district is intended for a range of retail and service land uses that primarily serve residents and businesses throughout the City, including shops, personal and business services, and restaurants. A vehicle services facility implements the General Plan by providing an amenity that caters to diverse age groups and provides local employment opportunities. Further, the proposed use would provide a service that would be available to local neighborhoods and workplaces.
- The Project occurs on a site that is less than five acres within City limits and is substantially surrounded by urban uses. The subject property is located on an approximately 1-acre site and is surrounded by urban land uses.
- The Project site has no value as habitat for endangered, rare or threatened species. The subject site is within a developed area and the property is not within California Tiger Salamander critical habitat area.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The applicant submitted a Transportation Impact Study, dated December 3, 2024, prepared by W-Trans, which was reviewed by Traffic Engineering, and concluded that the project would not conflict with any policies or plans regarding pedestrian, bicycle, or transit modes of travel and concurs with the recommendations stated within the Study. The project would be expected to generate an average of 982 net trips per day, including 32 trips during the a.m. peak hour and 51 trips during the p.m. peak hour. As a result, no additional study was required. The Study concluded that the project would be consistent with policies related to transit facilities and existing bus routes would be expected to adequately serve the added project-generated trips.
- The application materials included a Noise Study, dated October 30, 2024, prepared by MD Acoustics, LLC. that concluded *“that the Project-only operational noise levels are anticipated to be up to 57 dBA Leq at residential*

uses north of the project site, with the Project plus ambient noise level resulting in no increase to the ambient levels, which meets the City's multifamily residential code of 55 dBA plus 5 dBA (Municipal Code Section 17-16.120)."

The project has also been conditioned to remain in compliance with the Noise Ordinance, City Code Chapter 17-16, and hours of construction have been limited to 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. Saturday, with no construction permitted on Sunday or holidays.

- All construction activities will be required to comply with applicable federal, state and local codes, including compliance with the Bay Area Air Quality Management District regulations for ensuring air quality compliance.
- The project is required to comply with all requirements of the latest edition of the City Storm Water Low Impact Development Technical Design Manual.
- The Project site is located within a developed area where it can be adequately served by all required utilities and public services. City staff has reviewed the plans and conditioned the Project appropriately. Conditions of approval include those related to water and wastewater, ensuring that the proposed project will meet all City's standards.

There are no project-specific significant effects which are peculiar to the project or its site that were not analyzed in the prior EIR and cannot be substantially mitigated.

This entitlement would not be granted but for the applicability and validity of each and every one of the below conditions and that if any one or more of the below conditions is invalid, this entitlement would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval. The approval of the project is contingent upon compliance with all the conditions listed below. Use shall not commence until all conditions of approval have been complied with. Additional permits and fees are/may be required. **It is the responsibility of the applicant to pursue and demonstrate compliance.**

Conditions of Approval

1. Comply with all conditions of approval as shown on Zoning Administrator Resolution _____, dated May 15, 2025, for Minor Conditional Use Permit PRJ24-022/CUP24-055.

This Minor Design Review is hereby approved on May 15, 2025. If conditions have not been met or if work has not commenced within 24 months from the approval date, this approval shall automatically expire and be invalid unless an application for extension is filed prior to expiration. This approval is subject to appeal within ten calendar days from the date of approval.

APPROVED: _____
CONOR MCKAY, ZONING ADMINISTRATOR